MAILGRAM

San Francisco Dec 7 1914

C.H.Ketcham,
Stockton

Effective December 10th, continuing during the hunting season, make a flag stop with train 35 daily at Field & Tule Gun Club.

W.R.Scott

Copy
H.V.Platt
C.S.Fee
H.P.Thrall
G.F.Richardson(4)

hbb hf

---

# PACIFIC COMPANY

L.)

## BLE

# 9

## DIVISION

er 5, 1914, at 12:01 A. M.

E (120th MERIDIAN)

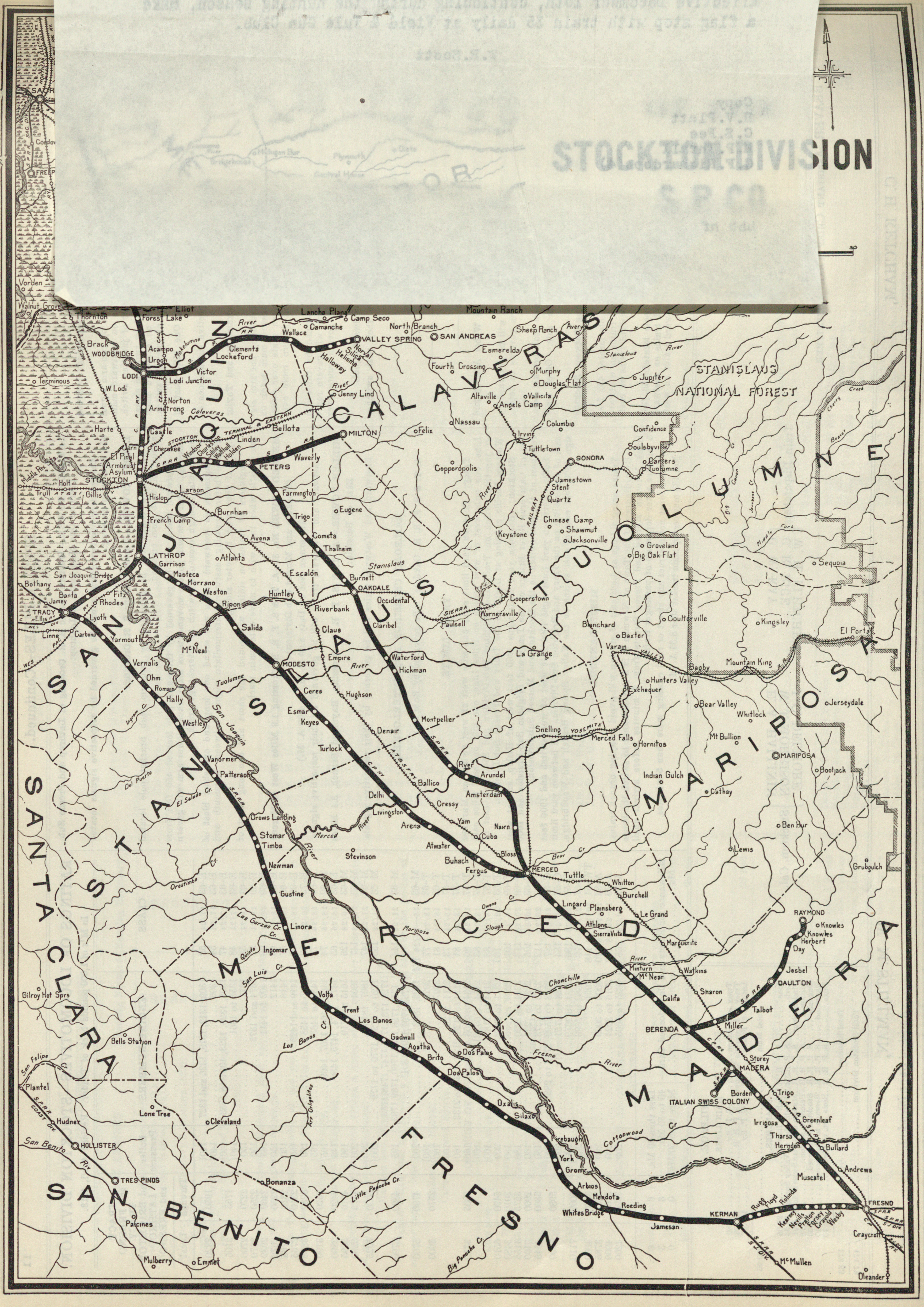
s only, and not intended for the use of the public.
vary from this time-table at pleasure.

SOUTHERN PACIFIC SAFETY

W. R. SCOTT,
*Vice-President and General Manager.*

H. V. PLATT,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*


STOCKTON DIVISION
S.P.CO.
SAN JOAQUIN
CALAVERAS
TUOLUMNE
STANISLAUS
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
STANISLAUS NATIONAL FOREST
STOCKTON
LODI
LATHROP
TRACY
MODESTO
OAKDALE
MERCED
BERENDA
MADERA
FRESNO
SONORA
MILTON
PETERS
VALLEY SPRING
SAN ANDREAS
MARIPOSA
RAYMOND
HOLLISTER
TRES PINOS
ITALIAN SWISS COLONY
KERMAN

# PACIFIC COMPANY

(PACIFIC SYSTEM.)

---

# E TABLE

9

FOR THE

# TON DIVISION

---

ay, October 5, 1914, at 12:01 A. M.

---

ANDARD TIME (120th MERIDIAN)

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of employes only, and not intended for the use of the public.

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W. R. SCOTT,
*Vice-President and General Manager.*

H. V. PLATT,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

---

MAILGRAM

San Francisco Nov 6 1914

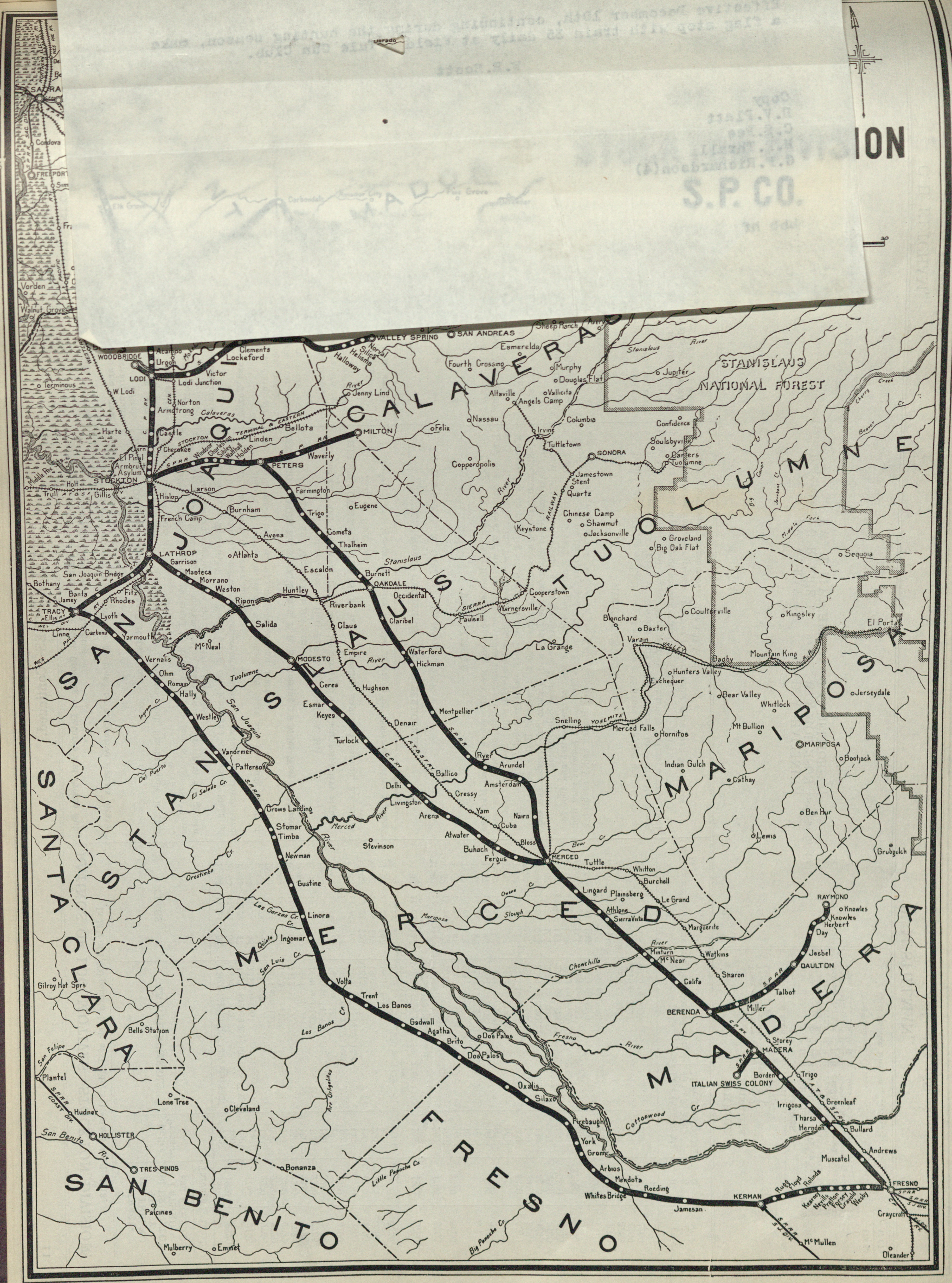
C.H.Ketcham,
Stockton

Effective Nov.9th and continuing during hunting season until Feb.1st 1915 make flag stop with trains 85 and 88 at club house of Field and Tule Club about 1-1/2 miles west of Agatha daily.

W.R.Scott

Copy
C.S.Fee
H.P.Thrall
H.V.Platt
G.F.Richardson (4)

hbb hf


ION
S.P.CO.
SACRAMENTO
Cordova
FREEPORT
Vorden
Walnut Grove
WOODBRIDGE
LODI
W Lodi
Terminous
Acampo
Urgon
Clements
Lockeford
Victor
Lodi Junction
Norton
Armstrong
VALLEY SPRING
SAN ANDREAS
Norval
Silica
Helisma
Halloway
Jenny Lind
Sheep Ranch
Avery
Esmerelda
Fourth Crossing
Murphy
Douglas Flat
Altaville
Angels Camp
Vallecita
Nassau
Columbia
Irvine
Tuttletown
SONORA
Jupiter
STANISLAUS NATIONAL FOREST
Confidence
Soulsbyville
Carters
Tuolumne
CALAVERAS
TUOLUMNE
Harte
Castle
Cherokee
STOCKTON TERMINAL & EASTERN
Linden
Bellota
MILTON
Felix
Copperopolis
El Pinal
Ambrust
Asylum
Windsor
Charles
Sibley
Walthall
Holden
PETERS
Waverly
STOCKTON
Holt
Trull
Gillis
Middle Riv
Larson
Hislop
French Camp
Farmington
Eugene
Burnham
Trigo
Cometa
Thalheim
Jamestown
Stent
Quartz
Chinese Camp
Shawmut
Jacksonville
Keystone
Groveland
Big Oak Flat
Sequoia
Avena
Atlanta
LATHROP
Garrison
San Joaquin Bridge
Manteca
Morrano
Weston
Escalon
Burnett
OAKDALE
Stanislaus
Bothany
Banta
Jamey
TRACY
Ellis
Fitz
Rhodes
Lyoth
Carbona
Linne
Ripon
Huntley
Riverbank
Occidental
Claribel
Claus
Cooperstown
Warnersville
Paulsell
SIERRA
Coulterville
Kingsley
El Portal
Blanchard
Baxter
Varain
Yarmouth
Salida
McNeal
MODESTO
Empire
Waterford
Hickman
La Grange
Vernalis
Ohm
Romain
Hally
Tuolumne
Ceres
Hughson
Bagby
Mountain King
Hunters Valley
Exchequer
Bear Valley
Whitlock
Jerseydale
Westley
Esmar
Keyes
Montpellier
Denair
Turlock
Snelling
YOSEMITE
Merced Falls
Hornitos
Mt Bullion
MARIPOSA
Bootjack
Vanormer
Patterson
Del Puerto
El Solado Cr
Ryer
Arundel
Ballico
Cressy
Amsterdam
Indian Gulch
Cathay
MARIPOSA
Delhi
Livingston
Arena
Yam
Nairn
Cuba
Bloss
Atwater
Buhach
Fergus
MERCED
Tuttle
Whitton
Burchell
Ben Hur
Lewis
Grubgulch
Crows Landing
Stomar
Timba
Newman
Stevinson
Merced River
Orestimba Cr
Gustine
Lingard
Plainsberg
Le Grand
Athlone
Sierra Vista
Marguerite
RAYMOND
Knowles
Herbert
Day
Jesbel
DAULTON
Les Garzas Cr
Linora
Ingomar
Quinto Cr
San Luis Cr
Mariposa
Slough
Owens Cr
Minturn
McNear
Watkins
Sharon
Califa
Chowchilla
Gilroy Hot Sprs
Volta
Trent
Los Banos
Gadwall
Agatha
Brito
Dos Palos
Los Banos Cr
Bells Station
Fresno River
BERENDA
Miller
Talbot
Storey
MADERA
Borden
Trigo
ITALIAN SWISS COLONY
Greenleaf
Irrigosa
Tharsa
Herndon
Bullard
Andrews
Muscatel
San Felipe Cr
Plantel
Hudner
Lone Tree
Cleveland
Arroyo Ortigalita
Oxalis
Silaxo
Firebaugh
York
Gromr
Arbios
Mendota
Roeding
Whites Bridge
Jamesan
KERMAN
Rusk
Floyd
Rolinda
Kearney
Nevills
Preston
Forsyth
Carlotta
Wesby
FRESNO
Craycroft
McMullen
Oleander
San Benito Riv
HOLLISTER
TRES PINOS
Bonanza
Little Panoche Cr
Big Panoche Cr
Paicines
Mulberry
Emmet
COAST DIV
SAN JOAQUIN
STANISLAUS
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO

# PACIFIC COMPANY

(ACIFIC SYSTEM.)

# E TABLE

FOR THE

# ON DIVISION

9

ay, October 5, 1914, at 12:01 A. M.

NDARD TIME (120th MERIDIAN)

of employes only, and not intended for the use of the public.
e right to vary from this time-table at pleasure.

MAILGRAM

W.R.Scott

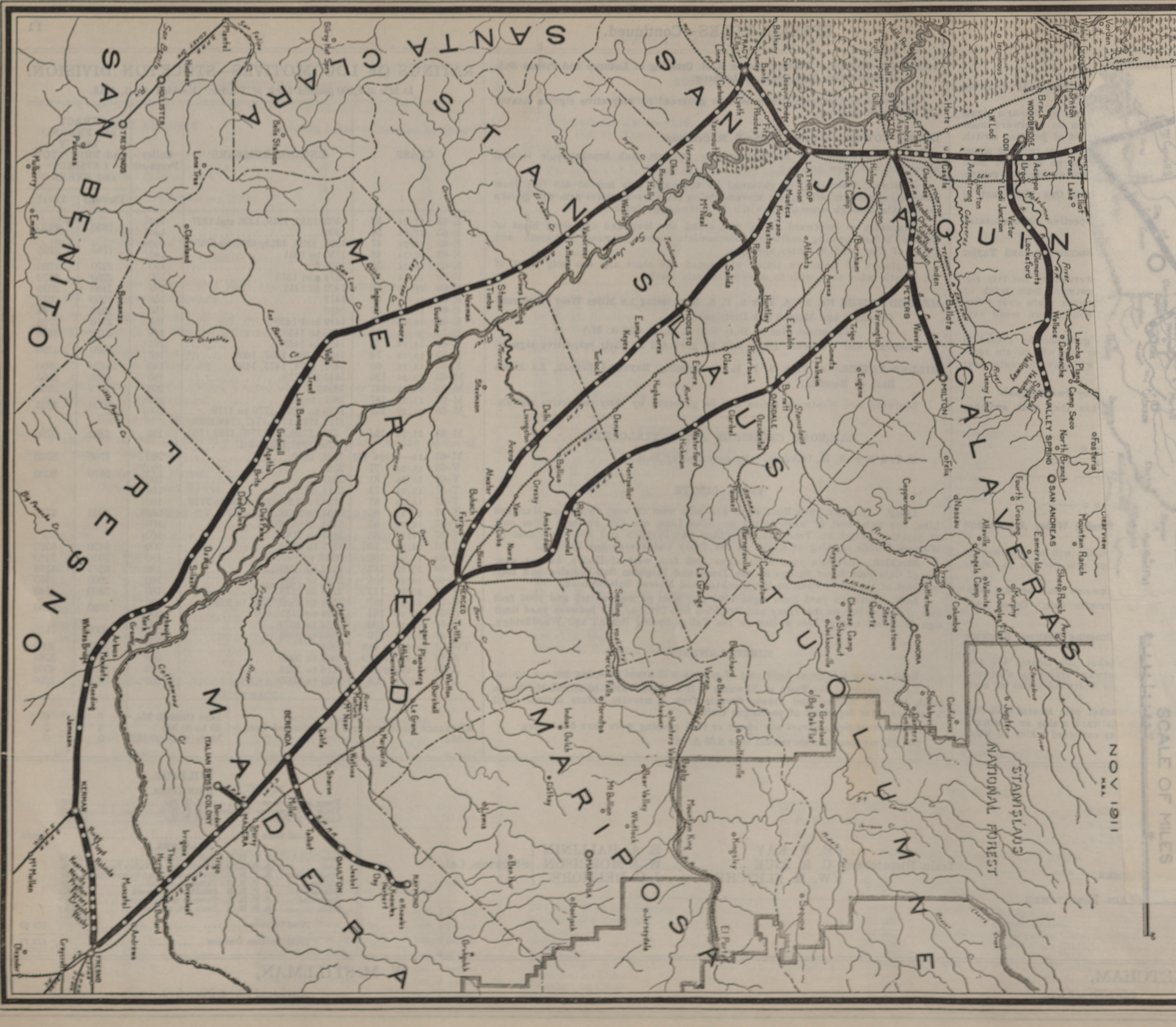
Copy
C.S.Fee (Yours 10th inst.,file A)
H.V.Platt
H.P.Thrall
G.F.Richardson (4)

hbb hf

W. R. SCOTT,
*Vice-President and General Manager.*

H. V. PLATT,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*



SANTA CLARA
SAN BENITO
FRESNO
SAN JOAQUIN
STANISLAUS
MERCED
MADERA
MARIPOSA
TUOLUMNE
CALAVERAS
STANISLAUS NATIONAL FOREST
STOCKTON
LODI
LATHROP
TRACY
MODESTO
OAKDALE
PETERS
MILTON
VALLEY SPRING
SAN ANDREAS
SONORA
MERCED
BERENDA
MADERA
FRESNO
HOLLISTER
TRES PINOS
KERMAN
RAYMOND
DAULTON
MARIPOSA
WOODBRIDGE
NOV 1911
SCALE OF MILES

ION

# N PACIFIC COMPANY

(PACIFIC SYSTEM.)

---

# ME TABLE

19

FOR THE

# KTON DIVISION

---

onday, October 5, 1914, at 12:01 A. M.

---

C STANDARD TIME (120th MERIDIAN)

---

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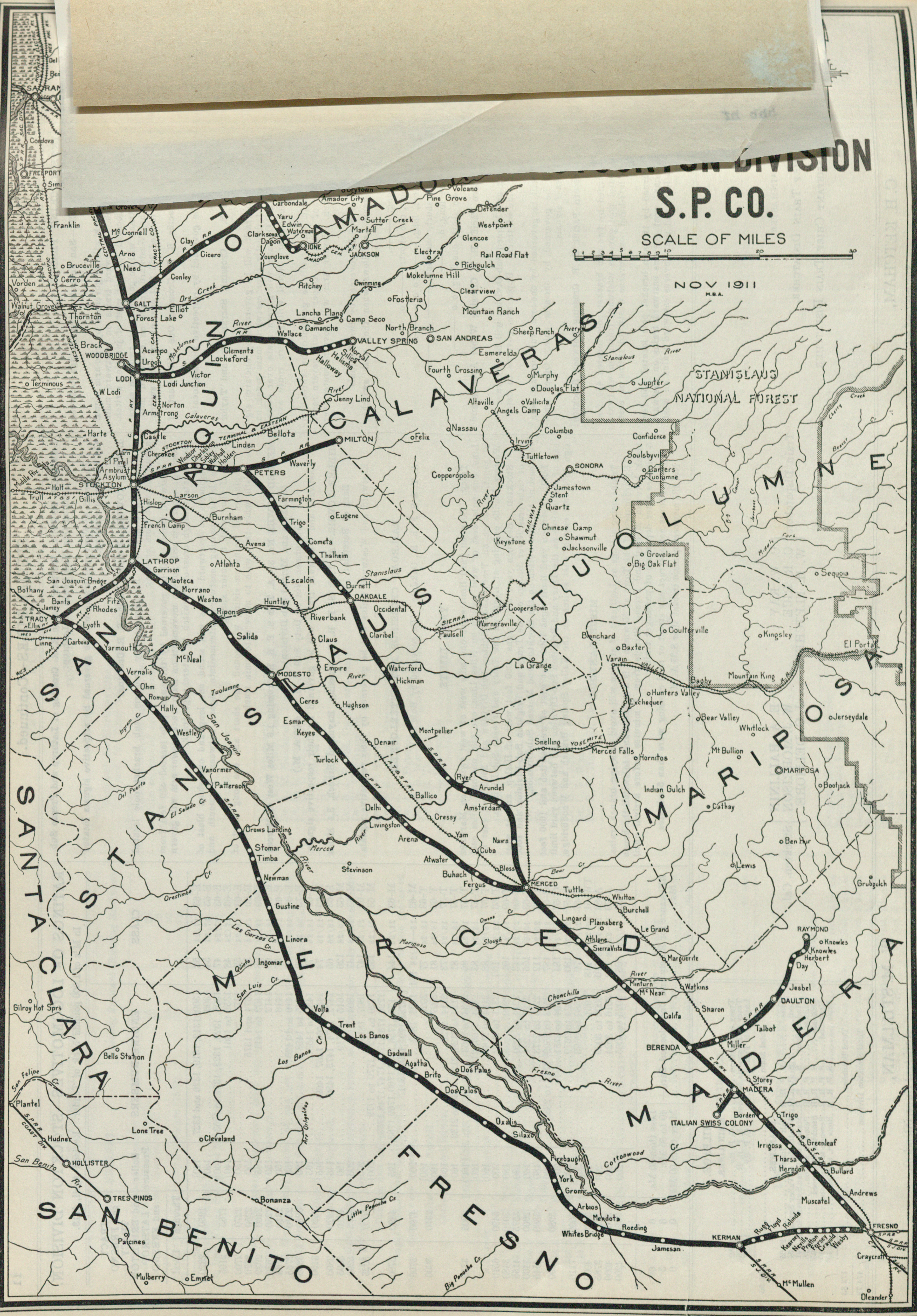


## DIVISION
## S.P. CO.

SCALE OF MILES

NOV 1911
M.B.A.

0 1 2 3 4 5 6 7 8 9 10 20 30
AMADOR
CALAVERAS
SAN JOAQUIN
TUOLUMNE
STANISLAUS
MARIPOSA
MERCED
MADERA
SANTA CLARA
SAN BENITO
FRESNO
STANISLAUS NATIONAL FOREST
SACRAMENTO
FREEPORT
Elk Grove
Franklin
McConnell
Arno
Need
GALT
Clay
Cicero
Conley
Elliot
Forest Lake
Acampo
Urgon
WOODBRIDGE
LODI
Lodi Junction
Victor
Lockeford
Clements
Wallace
VALLEY SPRING
SAN ANDREAS
IONE
JACKSON
Carbondale
Drytown
Amador City
Sutter Creek
Martell
Volcano
Pine Grove
Defender
Westpoint
Glencoe
Rail Road Flat
Richgulch
Mokelumne Hill
Clearview
Mountain Ranch
Sheep Ranch
Avery
Murphy
Douglas Flat
Altaville
Angels Camp
Vallicita
Columbia
Irvine
Tuttletown
SONORA
Jamestown
Stent
Quartz
Chinese Camp
Shawmut
Jacksonville
Groveland
Big Oak Flat
Confidence
Soulsbyville
Tuolumne
Jupiter
Sequoia
Kingsley
El Portal
Coulterville
Mountain King
Bagby
Hunters Valley
Bear Valley
Whitlock
Jerseydale
Mt Bullion
MARIPOSA
Bootjack
Hornitos
Indian Gulch
Cathay
Ben Hur
Lewis
Grubgulch
Snelling
Merced Falls
Exchequer
La Grange
Cooperstown
Warnerville
Paulsell
STOCKTON
Lathrop
Garrison
Manteca
Morrano
Weston
Ripon
Salida
MODESTO
Ceres
Keyes
Turlock
Denair
Hughson
Empire
Waterford
Hickman
Montpellier
Ryer
Arundel
Amsterdam
Ballico
Cressy
Delhi
Livingston
Arena
Atwater
Buhach
Fergus
MERCED
Tuttle
Whitton
Burchell
Le Grand
Lingard
Plainsberg
Athlone
Sierra Vista
Marguerite
Minturn
McNear
Watkins
Sharon
Califa
BERENDA
Miller
Talbot
DAULTON
Jesbel
Day
Herbert
Knowles
RAYMOND
Storey
MADERA
ITALIAN SWISS COLONY
Borden
Trigo
Irrigosa
Greenleaf
Tharsa
Herndon
Bullard
Andrews
Muscatel
FRESNO
Craycroft
Oleander
KERMAN
Ruth
Floyd
Rolinda
Kearney
Nevills
Preston
Forkner
Granold
Wesby
McMullen
Jamesan
Roeding
Whites Bridge
Mendota
Arbios
Gromm
York
Firebaugh
Silaxo
Oxalis
Dos Palos
Brito
Agatha
Gadwall
Los Banos
Trent
Volta
Ingomar
Linora
Gustine
Newman
Timba
Stomar
Crows Landing
Patterson
Vanormer
Westley
Hally
Romain
Ohm
Vernalis
Yarmouth
Carbona
Lyoth
TRACY
Ellis
Jamey
Banta
Bothany
San Joaquin Bridge
Fitz
Rhodes
Linne
Oakdale
Burnett
Escalon
Riverbank
Claribel
Occidental
Huntley
Claus
Thalheim
Cometa
Trigo
Eugene
Farmington
PETERS
Waverly
MILTON
Bellota
Linden
Felix
Copperopolis
Nassau
Keystone
Jenny Lind
Holt
Gillis
Trull
Larson
Hislop
Burnham
French Camp
Avena
Atlanta
Castle
Cherokee
Armstrong
Norton
W Lodi
Terminous
Harte
Brack
Thornton
Walnut Grove
Vorden
Cerro
Bruceville
Gilroy Hot Sprs
Bells Station
Plantel
Hudner
HOLLISTER
TRES PINOS
Paicines
Mulberry
Emmet
Lone Tree
Cleveland
Bonanza
Stevinson
San Joaquin
Tuolumne River
Stanislaus
Merced River
Chowchilla River
Fresno River
Mokelumne River
Calaveras
Dry Creek
S.P.R.R.
C.P.RY.
A.T.&S.F.RY.
STOCKTON TERMINAL & EASTERN
SIERRA RY.
YOSEMITE VALLEY R.R.

# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

# TIME TABLE

# 19

FOR THE

# STOCKTON DIVISION

To Take Effect Monday, October 5, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

SOUTHERN SAFETY PACIFIC

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
*Vice-President and General Manager.*

H. V. PLATT,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

Eastward.

# FROM SAN FRANCISCO—Tracy and Brighton Sub-Division.

Time Table No. 19

October 5, 1914

| Capacity of Sidings in Cars, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | | | FIRST CLASS | | | | | | | | | | | | | | | | | Distance from San Francisco Via Niles | | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 298 | 286 | 288 | 254 | 256 | | | 192 | 80 | 102 | 194 | 52 | 38 | 124 | 8 | 136 | 32 | 84 | 82 | 122 | 210 | 86 | | | | |
| | Way Freight | Way Freight | Stockton Freight | Ogden Manifest | Sunset Manifest | | | Sacramento Passenger | Stockton Flyer | Sunset Limited | Stockton Passenger | Fresno Passenger | Stockton Passenger | Sacramento Passenger | Los Angeles Passenger | Stockton Passenger | Stockton & Sacramento Express | Bakersfield Passenger | Sacramento Passenger | Sacramento Passenger | The Newsboy | Fresno Express | | | | |
| | Leave Daily Ex. Sun. | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| Term. Yard WFTYO **P** | 6.30AM | 6.00AM | 4.00AM | 3.45AM | | | | | s 7.27PM | s 7.02PM | | ¶6.55PM | s 6.50PM | s 3.35PM | s 1.50PM | s 1.45PM | ¶12.30PM | ¶12.20PM | s 10.15AM | s 8.45AM | s 5.10AM | s 2.35AM | 70.8 | Automatic Block | DNR **TRACY**<br>3.1 | Double Track |
| 89 **P** | 6.40 | 6.20 | 4.15 | 3.55 | | | | | 7.33 | 7.07 | | f 7.00 | f 6.55 | s 3.40 | 1.56 | f 1.50 | 12.35 | 12.25 | 10.20 | s 8.50 | 5.15 | 2.40 | 73.9 | | BANTA<br>4.3 | |
| **P** | 6.52 | 6.35 | 4.30 | 4.05 | | | | | 7.39 | 7.13 | | f 7.06 | 7.01 | f 3.47 | 2.03 | f 1.57 | f 12.41 | 12.31 | 10.26 | f 8.56 | 5.21 | 2.47 | 78.2 | | S. JOAQUIN RIVER BRIDGE (No siding)<br>3.3 | |
| 85 WY **P** | 7.05AM | 7.00 | 4.45 | 4.15 | 3.00AM | | | | 7.45 | s 7.20PM | s 7.18PM | s 7.15PM | 7.10 | 3.55<br>s 4.10 | s 2.10PM | s 2.04 | s 12.55 | s 12.37PM | s 10.33 | 9.03<br>s 9.10 | s 5.26 | s 2.54AM | 81.5 | | DNR **LATHROP**<br>4.6 | |
| 91 **P** | | 7.25 | 5.05 | 4.27 | 3.15 | | | | 7.52 | | f 7.25 | | 7.16 | s 4.20 | | f 2.10 | f 1.02 | | 10.40 | s 9.17 | 5.33 | | 86.1 | | FRENCH CAMP<br>1.6 | |
| | | | | | | | | | | | | | | | | | | | | | | | 87.7 | | W. P. Crossing<br>3.2 | |
| Interm. Yard WFTYO **P** | | 7.45<br>8.45 | **5.30**<br>**5.55** | 4.45 | 3.50 | | | s 8.05PM | s 8.00PM | | s 7.35PM | | s 7.25PM | s 4.30 | | s 2.20PM | s 1.20 | | s 10.50 | s 9.35 | s **5.45** | | 90.9 | | A. T. & S. F. Crossing<br>S. E. R. R. Crossing<br>DNR **STOCKTON**<br>C. C. T. Co. Crossings<br>1.4 | |
| **P** | | | | | | | | | | | | | | | | | | | | | | | 92.3 | Automatic Block | W. P. Crossing<br>End of Double Track<br>0.4 | |
| 73 | | 8.55 | 6.05 | 4.51 | 3.57 | | | 8.10 | | | | | | f 4.35 | | | f 1.25 | | f 10.55 | f 9.40 | 5.49 | | 92.7 | | EL PINAL<br>0.8 | |
| 5 | | | | | | | | | | | | | | | | | | | f | | | | 93.5 | | JARN (Spur)<br>2.0 | |
| | | | | | | | | | | | | | | f | | | | | f | | | | 95.5 | | HAMMER (No Siding)<br>1.1 | |
| 82 **P** | | 9.15 | 6.17 | 5.00 | 4.10 | | | 8.15 | | | | | | f 4.40 | | | 1.32 | | f 11.00 | f 9.45 | 5.54 | | 96.6 | | CASTLE<br>1.4 | |
| | | | | | | | | f | | | | | | f | | | | | f | | | | 98.0 | | RACIMO (No Siding)<br>0.8 | |
| | | | | | | | | | | | | | | f | | | | | f | | | | 98.8 | | PEARSON (No Siding)<br>1.4 | |
| 43 **P** | | 9.30 | 6.30 | 5.10 | 4.24 | | | 8.20 | | | | | | f 4.45 | | | 1.40 | | f 11.07 | f 9.50 | 5.59 | | 100.2 | | ARMSTRONG<br>0.9 | |
| | | | | | | | | | | | | | | f | | | | | f | | | | 101.1 | | METTLER (No Siding)<br>1.0 | |
| | | | | | | | | | | | | | | f | | | | | f | | | | 102.1 | | BARNHART (No Siding)<br>1.2 | |
| 85 WFT **P** | | 9.45<br>11.45AM | 6.45 | 5.20 | 4.35 | | | s **8.30** | | | | | | s 4.55 | | | s 1.50 | | s **11.15** | s **10.00** | s 6.05 | | 103.3 | | C. C. T. Co. Crossing<br>DN **LODI**<br>0.8 | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | 104.1 | | CIPRICO (Spur)<br>1.0 | |
| 44 | | | | | | | | | | | | | | f | | | | | f | f | | | 105.1 | | URGON (Spur)<br>1.1 | |
| 43 | | 12.01PM | 7.00 | 5.28 | 4.45 | | | s 8.35 | | | | | | s 5.00 | | | s 1.55 | | s 11.20 | s 10.05 | 6.10 | | 106.2 | | D ACAMPO<br>1.0 | |
| | | | | | | | | | | | | | | f | | | | | f | | | | 107.2 | | PIERRE (No Siding)<br>1.1 | |
| | | | | | | | | | | | | | | f | | | | | f | | | | 108.3 | | JAHANT (No Siding)<br>1.2 | |
| 86 **P** | | 12.13 | 7.17 | 5.37 | 4.55 | | | 8.41 | | | | | | f **5.06** | | | f 2.00 | | f **11.27** | f 10.10 | 6.15 | | 109.5 | | FOREST LAKE<br>2.2 | |
| 37 WFT **P** | | 12.30 | 7.30 | 5.45 | 5.09 | | | s 8.46 | | | | | | s 5.12 | | | s 2.10 | | s 11.37 | s **10.20** | f 6.21 | | 111.7 | | DN **GALT**<br>2.8 | |
| | | | | | | | | | | | | | | f | | | | | f | | | | 114.5 | | TWIN CITY (No Siding)<br>1.0 | |
| 86 **P** | | 12.58 | **7.50** | 5.56 | 5.20 | | | **8.53** | | | | | | f 5.21 | | | 2.15 | | f 11.47 | 10.25 | 6.27 | | 115.5 | | NEED<br>2.0 | |
| 20 | | 1.10 | 8.03 | 6.01 | 5.28 | | | 8.56 | | | | | | f 5.28 | | | f 2.19 | | f 11.50 | f 10.29 | 6.30 | | 117.5 | | ARNO<br>2.0 | |
| 46 **P** | | 1.20 | 8.20 | 6.06 | 5.36 | | | 9.00 | | | | | | f 5.33 | | | f 2.23 | | f 11.54AM | f 10.33 | 6.33 | | 119.5 | | McCONNELL<br>3.4 | |
| 94 | | 1.35 | **8.42** | 6.17 | 5.49 | | | s 9.05 | | | | | | s **5.42** | | | s 2.30 | | s 12.02PM | s 10.40 | f 6.38 | | 122.9 | | D ELK GROVE<br>1.0 | |
| 7 | | | | | | | | | | | | | | f | | | | | f | | | | 123.9 | | BOND (Spur)<br>1.8 | |
| 47 **P** | | 1.45 | 9.05 | **6.44** | 6.00 | | | 9.10 | | | | | | f 5.49 | | | **2.38** | | f 12.10 | **10.48** | **6.44** | | 125.7 | | MEADOWS<br>3.3 | |
| 85 | | 2.00 | 9.20 | 7.00 | 6.12 | | | s 9.16 | | | | | | s 5.54 | | | s 2.46 | | s 12.18 | s 10.55 | f 6.50 | | 129.0 | | D FLORIN<br>2.9 | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | 131.9 | | POLK<br>0.4 | |
| | | | | | | | | | | | | | | | | | | | | | | | 132.3 | | End of Double Track<br>0.9 | Double Track |
| W**P** | | **2.25PM** | 9.45AM | **7.18AM** | 6.30AM | | | s 9.23PM | | | | | | s 6.02PM | | | s 2.53PM | | s 12.28PM | s 11.02AM | s 6.59AM | | 133.2 | | DNR **BRIGHTON** | |
| | | 2.45PM | | | | | | s 9.40PM | | | | | | s 6.20PM | | | s 3.10PM | | s 12.45PM | s 11.20AM | s 7.15AM | | 139.1 | | **SACRAMENTO** | |
| | | Via Elvas | 11.45AM | 8.15AM | 7.40AM | | | Via Elvas | | | | | | Via Elvas | | | Via Elvas | | Via Elvas | Via Elvas | Via Elvas | | 150.9 | | **ROSEVILLE** | |
| | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | 62.4 | |
| | (0.35) | (8.25) | (5.45) | (3.33) | (3.30) | | | (1.18) | (0.33) | (0.18) | (0.17) | (0.20) | (0.35) | (2.27) | (0.20) | (0.35) | (2.23) | (0.17) | (2.13) | (2.17) | (1.49) | (0.19) | | | ..............Time over District. | |
| | 18.34 | 7.41 | 11.70 | 17.58 | 14.77 | | | 32.55 | 36.54 | 35.66 | 33.17 | 32.10 | 34.46 | 28.37 | 32.10 | 34.46 | 26.18 | 37.76 | 28.15 | 28.80 | 34.35 | 33.79 | | | ..............Average speed per hour. | |

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Single track over San Joaquin Bridge; Trains will be governed by interlocking signals.

Eastward main track between A. T. & S. F. R. R., crossing Stockton, and End of Double Track, Stockton, is not protected by Automatic Signals.

**ADDITIONAL FLAG STOPS**

No. 38 at French Camp to discharge passengers.
No. 32 at Banta for express and to discharge passengers.
Nos. 82 and 124 at Connolly, Coon, Tribble, Sibeck, Sonac and Davies.

# TOWARD SAN FRANCISCO—Tracy and Brighton Sub-Division.

Westward.

| Time Table No. 19<br>October 5, 1914 | | | | | FIRST CLASS | | | | | | | | | | | | | THIRD CLASS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STATIONS | | Distance from Sacramento | 87 | 193 | 79 | 191 | 135 | 49 | 181 | 31 | 83 | 7 | 37 | 121 | 51 | 285 | 297 | 253 | 257 | 223 |
| | | | | | Fresno Express | Merced Passenger | Stockton Flyer | Sacramento Passenger | Stockton Passenger | San Joaquin Valley Flyer | Stockton Passenger | Stockton & Sacramento Express | Bakersfield Passenger | Los Angeles Passenger | Sacramento Passenger | Sacramento Passenger | Bakersfield Passenger | Way Freight | Way Freight | Ogden Manifest | Sunset Manifest | Tracy Freight |
| | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily |
| Automatic Block | DNR | **TRACY**<br>3.1 | Double Track | 68.3 | s 4.50AM | | s 7.40AM | | s 9.25AM | s 9.30AM | s 12.14PM | ¶ 12.55PM | ¶ 1.05PM | s 4.30PM | s 4.35PM | s 7.28PM | s 7.32PM | 3.45PM | 5.15PM | 7.20PM | | 11.55PM |
| | | BANTA<br>4.3 | | 65.2 | 4.43 | | 7.34 | | f 9.17 | 9.23 | 12.09 | s 12.48 | 1.00 | 4.23 | f 4.29 | 7.22 | 7.27 | 3.15 | 4.55 | 7.05 | | 11.30 |
| | | SAN JOAQUIN RIVER BRIDGE (No siding)<br>3.3 | | 60.9 | 4.36 | | 7.28 | | f 9.08 | 9.17 | 12.03PM | s 12.41 | 12.54 | 4.16 | f 4.21 | 7.16 | 7.21 | 2.55 | 4.35 | 6.55 | | 11.15 |
| | DNR | **LATHROP**<br>4.6 | | 57.6 | s 4.30AM | s 7.20AM | 7.23 | | s 9.01 | s 9.10AM | s 11.56AM | 12.33<br>s 12.25 | s 12.48PM | s 4.10PM | s 4.15 | 7.10<br>s 7.05 | s 7.15PM | 2.35 | 4.20PM | 6.45 | 10.00PM | 11.00 |
| | | FRENCH CAMP<br>1.6 | | 53.0 | | f 7.10 | 7.17 | | f 8.53 | | 11.49 | f 12.12 | | | f 4.07 | f 6.55 | | 2.15 | | 6.30 | 9.45 | 10.45 |
| | | W. P. Crossing<br>3.2 | | 51.4 | | | | | | | | | | | | | | | | | | |
| | DNR | A. T. & S. F. Crossing<br>S. E. R. R. Crossing<br>**STOCKTON**<br>C. C. T. Co. Crossings<br>1.4 | | 48.2 | | s 7.00AM | s 7.10AM | s 8.40AM | s 8.45AM | | s 11.40AM | s 12.05PM | | | s 4.00 | s 6.45 | | 1.45<br>1.00 | | 6.10 | 9.25 | 10.30 |
| Automatic Block | | W. P. Crossing<br>End of Double Track<br>0.4 | | 46.8 | | | | | | | | | | | | | | | | | | |
| | | EL PINAL<br>0.8 | | 46.4 | | | | f 8.31 | | | | f 11.52AM | | | f 3.47 | f 6.34 | | 12.50 | | 5.59 | 9.10 | 10.03 |
| | | JARN (Spur)<br>2.0 | | 45.6 | | | | f | | | | | | | f | | | | | | | |
| | | HAMMER (No Siding)<br>1.1 | | 43.6 | | | | f | | | | | | | f | | | | | | | |
| | | CASTLE<br>1.4 | | 42.5 | | | | f 8.25 | | | | 11.47 | | | f 3.40 | f 6.29 | | 12.25 | | 5.50 | 8.59 | 9.53 |
| | | RACIMO (No Siding)<br>0.8 | | 41.1 | | | | f | | | | | | | f | | | | | | | |
| | | PEARSON (No Siding)<br>1.4 | | 40.3 | | | | f | | | | | | | f | | | | | | | |
| | | ARMSTRONG<br>0.9 | | 38.9 | | | | f 8.20 | | | | 11.42 | | | f 3.32 | f 6.24 | | 12.05PM | | 5.37 | 8.46 | 9.43 |
| | | METTLER (No Siding)<br>1.0 | | 38.0 | | | | f | | | | | | | f | | | | | | | |
| | | BARNHART (No Siding)<br>1.2 | | 37.0 | | | | f | | | | | | | f | | | | | | | |
| | DN | C. C. T. Co. Crossing<br>**LODI**<br>0.8 | | 35.8 | | | | s 8.15 | | | | s 11.38 | | | s 3.26 | s 6.19 | | 11.50AM<br>10.45 | | 5.25 | 8.30 | 9.33 |
| | | CIPRICO (Spur)<br>1.0 | | 35.0 | | | | | | | | | | | | | | | | | | |
| | | URGON (Spur)<br>1.1 | | 34.0 | | | | f | | | | | | | f | | | | | | | |
| | D | ACAMPO<br>1.0 | | 32.9 | | | | s 8.07 | | | | s 11.33 | | | s 3.20 | s 6.13 | | 10.36 | | 5.15 | 8.20 | 9.25 |
| | | PIERRE (No Siding)<br>1.1 | | 31.9 | | | | f | | | | | | | f | | | | | | | |
| | | JAHANT (No Siding)<br>1.2 | | 30.8 | | | | f | | | | | | | f | | | | | | | |
| | | FOREST LAKE<br>2.2 | | 29.6 | | | | f 8.02 | | | | f 11.27 | | | f 3.13 | f 6.08 | | 10.27 | | 5.06 | 8.10 | 9.16 |
| | DN | **GALT**<br>2.8 | | 27.4 | | | | s 7.56 | | | | s 11.20 | | | s 3.08 | s 6.03 | | 10.20 | | 4.50 | 8.00 | 9.08 |
| | | TWIN CITY (No Siding)<br>1.0 | | 24.6 | | | | f | | | | | | | f | | | | | | | |
| | | NEED<br>2.0 | | 23.6 | | | | f 7.50 | | | | 11.08 | | | f 3.00 | 5.55 | | 9.25 | | 4.32 | 7.40 | 8.53 |
| | | ARNO<br>2.0 | | 21.6 | | | | f 7.46 | | | | f 11.04 | | | f 2.56 | f 5.51 | | 9.12 | | 4.26 | 7.30 | 8.40 |
| | | McCONNELL<br>3.4 | | 19.6 | | | | f 7.42 | | | | f 11.00 | | | f 2.52 | f 5.47 | | 9.00 | | 4.20 | 7.18 | 8.35 |
| | D | ELK GROVE<br>1.0 | | 16.2 | | | | s 7.35 | | | | s 10.55 | | | s 2.46 | s 5.42 | | 8.42 | | 4.10 | 7.00 | 8.20 |
| | | BOND (Spur)<br>1.8 | | 15.2 | | | | f | | | | | | | | | | | | | | |
| | | MEADOWS<br>3.3 | | 13.4 | | | | f 7.30 | | | | 10.48 | | | 2.38 | 5.36 | | 8.10 | | 4.00 | 6.45 | 8.14 |
| | D | FLORIN<br>2.9 | | 10.1 | | | | s 7.24 | | | | s 10.42 | | | s 2.32 | s 5.29 | | 7.55 | | 3.50 | 6.30 | 8.05 |
| | | POLK<br>0.4 | | 7.2 | | | | | | | | | | | | | | | | | | |
| | | End of Double Track<br>0.9 | Double Track | 6.8 | | | | | | | | | | | | | | | | | | |
| | DNR | **BRIGHTON** | | 5.9 | | | | s 7.18AM | | | | s 10.33AM | | | s 2.25PM | s 5.22PM | | 7.35AM | | 3.35PM | 6.15PM | 7.55PM |
| | | **SACRAMENTO** | | 0.0 | | | | s 7.00AM | | | | s 10.15AM | | | s 2.10PM | s 5.05PM | | 7.10AM | | | | 7.40PM |
| | | **ROSEVILLE**<br>62.4 | | | | | | Via Elvas | | | | Via Elvas | | | ¶ Via Elvas | Via Elvas | | Via Elvas | | 2.50PM | 5.00PM | Via Elvas |
| | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily |
| | | Time over District | | | (0.20) | (0.20) | (0.30) | (1.22) | (0.40) | (0.20) | (0.34) | (2.22) | (0.17) | (0.20) | (2.10) | (2.06) | (0.17) | (8.10) | (0.55) | (3.45) | (3.45) | (4.00) |
| | | Average speed per hour | | | 32.10 | 28.20 | 40.20 | 30.95 | 30.15 | 32.10 | 35.47 | 27.94 | 37.76 | 32.10 | 28.80 | 30.94 | 37.76 | 9.85 | 11.67 | 16.64 | 13.79 | 15.18 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).**
**Single track over San Joaquin Bridge: Trains will be governed by interlocking signals.**

**ADDITIONAL FLAG STOPS**

No. 37 and 191 at Connolly, Coon, Tribble, Sibeck, Sonac and Davies.

## Eastward. FROM SAN FRANCISCO—Tracy and Fresno Sub-Division—TOWARD SAN FRANCISCO. Westward.

| Capacity of sidings in Cars, and location of Scales, Fuel, Water, and Turning Stations. | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | | Distance from San Francisco via Antioch | Time Table No. 19<br>October 5, 1914<br>STATIONS | Distance from Fresno | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 248<br>Way Freight<br>Leave Daily Ex. Sunday | 242<br>Fresno Mdse. Freight<br>Leave Daily | 92<br>Los Banos Motor<br>Leave Daily | 94<br>Goshen Jct. Passenger<br>Leave Daily | 26<br>The Owl<br>Leave Daily | 88<br>Fresno Passenger<br>Leave Daily | 36<br>Fresno Passenger<br>Leave Daily | | | | 25<br>The Owl<br>Arrive Daily | 35<br>SanFrancisco Passenger<br>Arrive Daily | 85<br>SanFrancisco Passenger<br>Arrive Daily | 91<br>Los Banos Motor<br>Arrive Daily | 93<br>Visalia Passenger<br>Arrive Daily | 247<br>Way Freight<br>Arrive Daily Ex. Sunday |
| Term Yard WFTYO **P** | 6.30AM | 1.00AM | s **4.40PM** | | s 8.25PM | s 7.35PM | s 10.30AM | 82.2 | DNR **TRACY**<br>2.7 | 126.2 | s 6.15AM | ¶ 11.59AM | s 7.20PM | s 7.40AM | | **4.30PM** |
| 39 I | 6.40 | 1.10 | f 4.45 | | 8.29 | 7.40 | f 10.35 | 84.9 | W. P. Crossing<br>LYOTH<br>3.0 | 123.5 | 6.07 | f 11.53 | 7.07 | f 7.26 | | 4.20 |
| 58 | 6.50 | 1.20 | f 4.51 | | 8.33 | f 7.46 | f 10.41 | 87.9 | YARMOUTH<br>4.7 | 120.5 | 6.01 | f 11.48 | f 6.59 | f 7.20 | | 4.10 |
| 55 | **7.11** | 1.30 | f 5.00 | | 8.39 | f 7.53 | s 10.50 | 92.6 | VERNALIS<br>0.9 | 115.8 | 5.54 | s 11.41 | f 6.49 | f **7.11** | | 3.50 |
| 14 | | | | | | | | 93.5 | OHM (Spur)<br>1.4 | 114.9 | | | | | | |
| 18 | | | f | | | f | f | 94.9 | ROMAIN (Spur)<br>1.5 | 113.5 | | f | f | f | | |
| 48 | 7.25 | 1.40 | f 5.07 | | 8.44 | 7.59 | 10.56 | 96.4 | HALLY<br>4.0 | 112.0 | 5.48 | 11.35 | 6.41 | f 7.02 | | 3.35 |
| 57 W | 7.55 | 1.50 | s 5.14 | | 8.49 | f 8.05 | s 11.03 | 100.4 | D WESTLEY<br>4.4 | 108.0 | 5.42 | s 11.28 | s 6.32 | s 6.55 | | 3.20 |
| 13 | | | f | | | f | f | 104.8 | VANORMER (Spur)<br>2.6 | 103.6 | | f | f | f | | |
| 55 | 8.25 | 2.06 | s 5.25 | | 8.58 | s 8.16 | s **11.16** | 107.4 | DN PATTERSON<br>5.8 | 101.0 | 5.32 | s **11.16** | s 6.15 | s 6.43 | | 2.55 |
| 50 | 8.50 | 2.22 | s 5.38 | | 9.05 | s 8.25 | s 11.34 | 113.2 | D CROWS LANDING<br>2.8 | 95.2 | 5.23 | s 11.03 | s 6.03 | s 6.32 | | 2.35 |
| 12 | | | | | | | | 116.0 | STOMAR (Spur)<br>1.3 | 92.4 | | | | | | |
| 54 | 9.05 | | f **5.50** | | | | f | 117.3 | TIMBA<br>2.2 | 91.1 | | f | f **5.50** | | | 2.20 |
| 45 W | 9.25 | 2.40 | s 6.00 | | 9.13 | s 8.34 | s 11.50AM | 119.5 | D NEWMAN<br>4.0 | 88.9 | 5.14 | s 10.47 | s 5.45 | s 6.18 | | 2.10 |
| 56 | 9.55 | 2.50 | s 6.11 | | 9.18 | s 8.42 | s 12.04PM | 123.5 | D GUSTINE<br>3.4 | 84.9 | 5.08 | s 10.34 | s 5.33 | s 6.08 | | 1.50 |
| 48 | 10.05 | 2.59 | f 6.19 | | 9.23 | f 8.48 | f 12.12 | 126.9 | LINORA<br>2.4 | 81.5 | 5.03 | f 10.22 | f 5.22 | f 6.01 | | 1.35 |
| 71 | **10.17** | 3.04 | f 6.24 | | 9.26 | f 8.52 | s 12.18 | 129.3 | INGOMAR<br>6.3 | 79.1 | 4.59 | s **10.17** | f 5.17 | f 5.56 | | 1.25 |
| 59 | 10.35 | 3.33 | f 6.35 | | 9.34 | f 9.01 | s 12.30 | 135.6 | D VOLTA<br>2.8 | 72.8 | 4.51 | s 10.05 | s 5.05 | s 5.45 | | 1.05 |
| 12 | | | | | | | | 138.4 | TRENT (Spur)<br>2.0 | 70.0 | | | | | | |
| 76 WY | 11.00 | 4.00 | s 6.45PM | | 9.40 | s 9.09 | s **12.45** | 140.4 | DNR **LOS BANOS**<br>1.2 | 68.0 | 4.44 | s 9.54 | s 4.54 | s 5.35AM | | **12.45** |
| 10 | | | | | | f | f | 141.6 | ABATTO (Spur)<br>6.7 | 66.8 | | f | f | | | |
| 55 | 11.25 | **4.30** | | | 9.50 | f 9.20 | f 1.00 | 148.3 | AGATHA<br>1.3 | 60.1 | **4.30** | f 9.36 | f 4.37 | | | 12.10PM |
| 17 | | | | | | f | f | 149.6 | BRITO (Spur)<br>3.4 | 58.8 | | f | f | | | |
| 58 | **11.50AM** | 4.45 | | | 9.56 | s 9.27 | s 1.16 | 153.0 | D DOS PALOS<br>6.8 | 55.4 | 4.24 | s 9.27 | s 4.30 | | | **11.50AM** |
| 38 | 12.15PM | 5.02 | | | 10.05 | f 9.37 | f 1.30 | 159.8 | OXALIS<br>1.8 | 48.6 | 4.15 | f 9.10 | f 4.18 | | | 11.10 |
| 11 | | | | | | f | | 161.6 | SILAXO (Spur)<br>4.6 | 46.8 | | f | | | | |
| 47 W | 12.45 | 5.19 | | | 10.13 | s 9.47 | s 1.42 | 166.2 | D FIREBAUGH<br>4.6 | 42.2 | 4.07 | s 8.59 | s 4.07 | | | 10.50 |
| 48 | 1.05 | 5.30 | | | 10.19 | 9.57 | 1.51 | 170.8 | CROMIR<br>2.0 | 37.6 | 4.01 | 8.51 | 3.59 | | | 10.25 |
| 14 | | | | | | f | f | 172.8 | ARBIOS (Spur)<br>1.7 | 35.6 | | f | f | | | |
| 96 WFT | 1.30 | 5.40 | | | 10.24 | s 10.04 | s 1.58 | 174.5 | D MENDOTA<br>7.4 | 33.9 | 3.56 | s 8.44 | s 3.53 | | | 10.10 |
| 53 Y | 1.50 | | | s 7.30AM | | 10.17 | s 2.12 | 181.9 | DR **INGLE**<br>2.6 | 26.5 | | s 8.30 | f 3.41 | | s 8.45PM | 9.30 |
| 49 | 2.00 | 6.05 | | f 7.35 | 10.36 | f 10.22 | f 2.18 | 184.5 | JAMESAN<br>8.5 | 23.9 | 3.44 | f 8.23 | f 3.36 | | f 8.40 | 9.15 |
| 48 WY | **2.25**<br>**2.50** | 6.30 | | s **7.50**<br>**8.10** | 10.47 | s 10.38 | s **2.32**<br>**2.40** | 193.0 | DN **KERMAN**<br>3.2 | 15.4 | 3.33 | s **8.10** | s 3.20 | | s 8.26 | **8.50**<br>**7.45** |
| 15 | | | | f | | f | f | 196.2 | RUGG (Spur)<br>0.5 | 12.2 | | f | f | | f | |
| 61 | **3.11** | 6.45 | | f 8.17 | | 10.45 | f 2.48 | 196.7 | FLOYD<br>1.8 | 11.7 | | f 7.56 | **3.11** | | s 8.16 | 7.25 |
| 50 | 3.40 | 6.50 | | f 8.20 | 10.55 | 10.48 | f 2.52 | 198.5 | ROLINDA<br>2.3 | 9.9 | 3.23 | f 7.52 | f 3.08 | | s 8.13 | 7.15 |
| 100 | | | | f | | | | 200.8 | KEARNEY (Spur)<br>1.0 | 7.6 | | | | | f | |
| 46 Y | | | | f | | | | 201.8 | NEVILLS (Spur)<br>0.7 | 6.6 | | | | | f | |
| 49 | 4.10 | **7.01** | | f 8.27 | 11.00 | 10.55 | f **3.02** | 202.5 | PRATTON<br>1.2 | 5.9 | 3.17 | f 7.46 | s **3.02** | | s 8.07 | **7.01** |
| 10 | | | | f | | | | 203.7 | FORSEY (Spur)<br>1.9 | 4.7 | | | | | f | |
| 14 | | | | f | | | | 205.6 | CRAYOLD (Spur)<br>0.9 | 2.8 | | | | | f | |
| 16 | | | | f | | | | 206.5 | WESBY (Spur)<br>1.9 | 1.9 | | | | | f | |
| Term Yard WFTOY | 4.30PM | **7.30AM** | | s 8.40AM | s **11.15PM** | s **11.10PM** | s 3.15PM | 208.4 | DNR **FRESNO** | 0.0 | s 3.05AM | s **7.35AM** | s 2.50PM | | s 7.55PM | **6.30AM** |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (126.2) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | (10.00)<br>14.15 | (6.30)<br>19.42 | (2.05)<br>27.93 | (1.10)<br>23.57 | (2.50)<br>44.54 | (3.35)<br>35.22 | (4.45)<br>26.58 | | Time over District<br>Average speed per hour | | (3.10)<br>39.33 | (4.24)<br>28.68 | (4.30)<br>28.05 | (2.05)<br>27.93 | (0.50<br>31.80 | (10.00)<br>14.15 |

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
East leg of wye at Tracy is not protected by automatic signals.

ADDITIONAL FLAG STOPS:—Nos. 35, 36 and 85 at Gadwall and Whites Bridge.
No. 88 at Gadwall.
No. 25 at any station to discharge passengers from Los Angeles or beyond.

## Eastward. FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO. Westward.

Time Table No. 19

October 5, 1914

| Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | FIRST CLASS | | | | | | Distance from San Francisco Via Port Costa | | Distance from Fresno. | FIRST CLASS | | | | | SECOND CLASS | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 252 | 300 | 298 | 52 | 102 | 8 | 84 | 196 | 86 | | | | 87 | 49 | 83 | 7 | 51 | 195 | 299 | 297 | 251 |
| | Sunset Manifest | Way Freight | Way Freight | Fresno Passenger | Sunset Limited | Los Angeles Passenger | Bakersfield Passenger | Merced Passenger | Fresno Express | | | | Fresno Express | San Joaquin Valley Flyer | Bakersfield Passenger | Los Angeles Passenger | Bakersfield Passenger | Stockton Passenger | Way Freight | Way Freight | Sunset Freight |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily |
| WY | 10.15PM | | 7.10AM | s **7.27**PM | s 7.22PM | s 2.15PM | s **12.45**PM | s 7.25AM | s **2.55**AM | 92.9 | DNR **LATHROP** | 112.6 | s 4.28AM | s 9.00AM | s **12.45**PM | s 4.00PM | s **7.12**PM | s 6.50PM | | 4.20PM | **2.50**AM |
| I | | | | | | | | | | 93.8 | 0.9<br>W. P. Crossing | 111.7 | | | | | | | | | |
| 84 | 10.30 | | **7.34** | s 7.33 | 7.27 | s 2.26 | 12.50 | s **7.34** | 3.03 | 96.7 | 2.9<br>D MANTECA | 108.8 | f 4.14 | s 8.50 | 12.35 | s 3.51 | 7.03 | s 6.39 | | 4.05 | 2.31 |
| 45 | 10.36 | | 7.45 | 7.37 | 7.30 | f 2.30 | 12.53 | f 7.37 | 3.07 | 98.6 | 1.9<br>MORRANO | 106.9 | 4.11 | 8.45 | 12.32 | f 3.46 | 7.00 | f 6.34 | | 3.55 | 2.25 |
| | | | | f | | f | | f | | 99.6 | 1.0<br>CALLA (No Siding) | 105.9 | | | | f | | f | | | |
| 16 | | | | f | | f | | f | | 100.6 | 1.0<br>WESTON (Spur) | 104.9 | | f | | f | | f | | | |
| 37 | 10.50 | | **8.35** | s 7.45 | 7.36 | s 2.42 | s 1.00 | s 7.47 | f 3.15 | 103.1 | 2.5<br>D RIPON | 102.4 | f 4.03 | s **8.35** | 12.24 | s **3.35** | 6.52 | s 6.23 | | **3.35** | 2.10 |
| 43 | 10.59 | | 9.02 | s 7.52 | | s **2.51** | 1.06 | s 7.55 | f 3.23 | 106.3 | 3.2<br>D SALIDA | 99.2 | s 3.55 | s 8.25 | 12.19 | s 3.25 | 6.47 | s 6.13 | | **2.51** | 2.00 |
| 5 | | | | | | | | | | 108.1 | 1.8<br>COVELL (Spur) | 97.4 | | | | | | | | | |
| 80 W | 11.59PM | | 9.57 | s 8.10 | s 7.48 | s **3.12** | s 1.18 | s **8.12** | s **3.40** | 113.1 | 5.0<br>DN MODESTO | 92.4 | s **3.40** | s **8.12** | s 12.08PM | s **3.12** | s 6.37 | s 6.00 | | 2.05 | 1.36 |
| 39 | 12.12AM | | 10.35 | s 8.17 | 7.54 | s 3.23 | **1.24** | s 8.22 | f 3.49 | 117.4 | 4.3<br>D CERES | 88.1 | f 3.26 | s 7.59 | 11.58AM | s 2.59 | 6.28 | s 5.41 | | **1.24** | 1.15 |
| 6 | | | | f | | f | | f | | 119.3 | 1.9<br>ESMAR (Spur) | 86.2 | | | | f | | f | | | |
| 42 | 12.23 | | 10.50 | f 8.23 | 7.59 | f 3.29 | 1.29 | s 8.28 | 3.54 | 120.8 | 1.5<br>KEYES | 84.7 | f 3.20 | f 7.50 | 11.53 | f 2.51 | 6.23 | f 5.30 | | 12.45 | 1.05 |
| 85 | **12.50** | | 11.45AM | s 8.33 | 8.06 | s 3.45 | s 1.40 | s 8.41 | s 4.05 | 126.2 | 5.4<br>DN TURLOCK | 79.3 | s 3.08 | s 7.40 | s 11.45 | s 2.40 | s 6.15 | s 5.15 | | **12.30**PM<br>**11.15**AM | **12.50** |
| 23 | 1.10 | | 12.01PM | f 8.41 | 8.13 | f 3.57 | 1.48 | f 8.52 | 4.15 | 131.9 | 5.7<br>DELHI | 73.6 | 2.55 | f 7.25 | 11.36 | f 2.29 | 6.05 | f 4.58 | | 10.58 | 12.32 |
| 88 W | 1.25 | | 12.15 | s 8.48 | 8.19 | s 4.05 | s 1.55 | s 9.00 | f 4.21 | 136.4 | 4.5<br>D LIVINGSTON | 69.1 | s 2.45 | s 7.17 | 11.30 | s 2.22 | 5.59 | s 4.50 | | 10.40 | 12.19 |
| 30 | 1.35 | | 12.30 | f 8.54 | 8.23 | f 4.10 | 1.59 | f 9.05 | 4.25 | 138.9 | 2.5<br>ARENA | 66.6 | f 2.40 | f 7.10 | 11.26 | f 2.15 | 5.55 | f 4.41 | | 10.10 | 12.12 |
| 45 | 1.50 | | 1.00 | s 9.02 | 8.28 | s 4.20 | **2.06** | s 9.14 | f 4.33 | 143.2 | 4.3<br>D ATWATER | 62.3 | f 2.30 | s 7.03 | 11.20 | s **2.06** | 5.49 | s 4.34 | | 9.40 | 12.01AM |
| 42 | | | | | | f **4.23** | | f **9.17** | | 144.8 | 1.6<br>BUHACH | 60.7 | | | | f 2.00 | | f **4.23** | | **9.17** | |
| 6 | | | | | | f | | f | | 146.6 | 1.8<br>FERGUS (Spur) | 58.9 | | | | f | | f | | | |
| 82 WFTP | **2.10** | 12.55PM | 1.30PM | s 9.20 | s 8.39 | s 4.40 | s 2.23 | s 9.30AM | s 4.50 | 150.5 | 3.9<br>DNR **MERCED** | 55.0 | s **2.10** | s 6.50 | s 11.10 | s 1.50 | s 5.40 | s 4.10PM | 11.55AM | 9.00AM | 11.40PM |
| 47 | 2.30 | 1.10 | | f 9.32 | 8.47 | f 4.51 | 2.33 | | f 5.00 | 156.6 | 6.1<br>LINGARD | 48.9 | 1.52 | f 6.36 | 10.58 | f 1.33 | 5.25 | | 11.35 | | 11.10 |
| 49 | 2.55 | **1.26** | | f 9.39 | 8.52 | f 4.58 | 2.39 | | 5.07 | 160.5 | 3.9<br>D ATHLONE | 45.0 | f 1.45 | f 6.30 | 10.52 | f **1.26** | 5.20 | | 11.08 | | 10.57 |
| 8 | | | | | | | | | | 163.3 | 2.8<br>LABRANZA (Spur) | 42.2 | | | | | | | | | |
| 22 | | | | | | f | | | | 165.8 | 2.5<br>SIERRA VISTA (Spur) | 39.7 | | | | f | | | | | |
| 88 | 3.30 | 1.50 | | f 9.50 | 9.00 | f **5.12** | 2.47 | | 5.18 | 166.9 | 1.1<br>MINTURN | 38.6 | 1.35 | 6.21 | **10.44** | f 1.16 | **5.12** | | **10.44** | | 10.38 |
| 33 | 3.35 | 2.15 | | s 9.54 | 9.02 | s 5.15 | f 2.50 | | s 5.20 | 168.1 | 1.2<br>D CHOWCHILLA | 37.4 | s 1.32 | s 6.19 | 10.42 | s 1.14 | 5.10 | | 10.30 | | 10.30 |
| 83 | 3.50 | 2.32 | | f 10.00 | 9.07 | f 5.22 | 2.57 | | 5.26 | 172.0 | 3.9<br>CALIFA | 33.5 | f 1.25 | f 6.12 | 10.37 | f 1.06 | 5.04 | | 10.14 | | 10.21 |
| | | | | f | | f | | | f | 173.0 | 1.0<br>FAIRMEAD | 32.5 | f | f | | f | | | | | |
| 39 WFT | 4.30 | **3.05** | | f **10.08** | 9.13 | s 5.35 | f **3.05** | | f 5.35 | 176.5 | 3.5<br>D **BERENDA** | 29.0 | f 1.18 | s 6.05 | s 10.30 | s 12.57 | 4.58 ✓ | | 9.35 | | **10.08** |
| 90 O | 4.50 | 3.40 | | s 10.20 | s **9.23** | s 5.49 | s 3.17 | | s **5.52** | 183.9 | 7.4<br>DN MADERA | 21.6 | s 1.06 | s **5.52** | s 10.18 | s 12.42 | s 4.48 | | 8.50 | | **9.23** |
| 30 | 5.00 | 3.50 | | f 10.25 | 9.27 | 5.53 | 3.21 | | f 5.58 | 186.7 | 2.8<br>BORDEN | 18.8 | f 1.01 | f 5.45 | 10.12 | f 12.36 | 4.44 | | 8.10 | | 9.06 |
| 43 | 5.10 | 4.05 | | f 10.32 | 9.32 | f 6.01 | 3.27 | | 6.04 | 190.2 | 3.5<br>IRRIGOSA | 15.3 | f 12.55 | f 5.40 | 10.06 | f 12.30 | 4.39 | | 7.50 | | 8.56 |
| 13 | | | | | | f | | | | 193.5 | 3.3<br>THARSA (Spur) | 12.0 | | | | f | | | | | |
| 88 WP | **5.32** | **4.32** | | f 10.40 | 9.39 | f 6.10 | 3.35 | | f 6.11 | 195.6 | 2.1<br>HERNDON | 9.9 | f 12.47 | f **5.32** | 9.58 | f 12.21 | **4.32** | | 7.30 | | 8.43 |
| | | | | | | f 6.15 | | | | 199.3 | 3.7<br>**BIOLA JCT.** (No Siding) | 6.2 | | | | f 12.15 | | | | | |
| 42 | 5.45 | 4.55 | | f 10.46 | 9.45 | 6.17 | 3.41 | | 6.17 | 200.2 | 0.9<br>MUSCATEL | 5.3 | f 12.39 | f 5.25 | 9.51 | f 12.13 | 4.25 | | 7.15 | | 8.30 |
| | | | | | | | | | | 203.2 | 3.0<br>F. T. Co. Crossing | 2.3 | | | | | | | | | |
| Term. Yard WTYF O | 6.15AM | 5.20PM | | s **11.00**PM | s 9.55PM | s 6.30PM | s 3.55PM | | s **6.30**AM | 205.5 | 2.3<br>DNR **FRESNO** | 0.0 | s 12.30AM | s 5.15AM | s 9.40AM | s 12.01PM | s 4.15PM | | 7.00AM | | 8.15PM |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (112.6) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily |
| | (8.00) | (4.25) | (6.20) | (3.33) | (2.33) | (4.15) | (3.10) | (2.05) | (3.35) | | ..............Time over District.............. | | (3.58) | (3.45) | (3.05) | (3.59) | (2.57) | (2.40) | (4.55) | (7.20) | (6.35) |
| | 14.07 | 12.45 | 9.09 | 31.71 | 44.16 | 26.50 | 35.56 | 27.70 | 31.39 | | ............Average speed per hour............ | | 28.39 | 30.03 | 36.52 | 28.27 | 38.17 | 21.60 | 11.18 | 6.73 | 17.10 |

Automatic Block.

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).**

**East leg of wye at Lathrop is not protected by automatic signals.**

ADDITIONAL FLAG STOPS

No. 102 at any station to receive passengers for El Paso or east.

## Eastward. FROM SAN FRANCISCO—Stockton and Merced Sub-Division—TOWARD SAN FRANCISCO. Westward.

| Capacity of sidings in cars, and location of Scales, Fuel, Water and Turning Stations | THIRD CLASS | SECOND CLASS | | | FIRST CLASS | Distance from San Francisco | | Time Table No. 19<br>October 5, 1914 | Distance from Merced | FIRST CLASS | SECOND CLASS | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 306<br>Way Freight | 706<br>Oakdale MOTOR | 704<br>Oakdale MOTOR | 702<br>Oakdale MOTOR | 152<br>Passenger | | | | | 151<br>Passenger | 701<br>Stockton MOTOR | 703<br>Stockton MOTOR | 305<br>Way Freight |
| | Leave Daily Ex. Sunday | Leave Sat. and Sun. only | Leave Daily Except Sat. and Sun. | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| Interm. Yard WFTY | 7.00AM | 5.30PM | 4.30PM | 10.55AM | 1.25PM | 90.9 | DNR | **STOCKTON**<br>W. P. Crossing<br>C. C. T. Co. Crossings<br>5.1 | 72.0 | 11.25AM | 8.10AM | 3.55PM | 6.30PM |
| 9 | | f | f | f | f | 96.0 | | ORFORD (Spur)<br>0.7 | 66.9 | f | f | f | |
| 8 | 7.30 | f 5.44 | f 4.44 | f **11.11** | f 1.36 | 96.7 | | CHARLESTON (Spur)<br>1.0 | 66.2 | f **11.11** | f 7.56 | f 3.38 | 6.10 |
| 3 | | f | f | f | | 97.7 | | SIBLEY (Spur)<br>0.6 | 65.2 | | f | f | |
| 14 | | f | f | f | f 1.40 | 98.3 | | WALTHALL (Spur)<br>2.3 | 64.6 | f | f | f | |
| 8 | **7.46** | f **5.53** | f 4.53 | f 11.23 | f | 100.6 | | HOLDEN (Spur)<br>3.2 | 62.3 | f 11.03 | f **7.46** | f 3.32 | **5.53** |
| 10 WY | 8.20 | s 6.00 | s **5.00** | s 11.30 | s **1.53** | 103.8 | DR | **PETERS**<br>4.4 | 59.1 | s 10.57 | s 7.40 | s **3.26** | **5.40**<br>**1.00** |
| 14 | 9.00 | s 6.08 | s 5.08 | s 11.39 | s 2.08 | 108.2 | D | FARMINGTON<br>3.3 | 54.7 | s 10.47 | s 7.31 | s 2.58 | 12.20PM |
| 11 | | f | f | f | f | 111.5 | | GOTRI (Spur)<br>2.6 | 51.4 | f | f | f | |
| 27 | 9.25 | f 6.22 | f 5.21 | f **11.53** | f 2.20 | 114.1 | | COMETA<br>2.7 | 48.8 | f 10.35 | f 7.18 | f 2.48 | **11.53AM** |
| 29 | | f | f | f 11.58AM | s 2.28 | 116.8 | | THALHEIM<br>1.2 | 46.1 | s 10.30 | f | f | 11.30 |
| | | f | f | f | | 118.0 | | EL-REPOSA (No Siding)<br>2.6 | 44.9 | | f | f | |
| 24 | | f | f | f | f **2.36** | 120.6 | | BURNETT (Spur)<br>1.8 | 42.3 | f | f | f **2.36** | |
| 33 WT | **9.50**<br>**11.30AM** | 6.40PM | 5.40PM | 12.10PM | s 2.45 | 122.4 | DR | **OAKDALE**<br>A. T. & S. F. Crossing<br>3.9 | 40.5 | s **10.15** | 7.00AM | 2.25PM | **11.00**<br>**9.15** |
| 53 | 12.01PM | | | | f 2.53 | 126.3 | | CLARIBEL<br>6.1 | 36.6 | f 9.52 | | | 9.00 |
| 24 | 12.30 | | | | s 3.08 | 132.4 | D | WATERFORD<br>1.6 | 30.5 | s 9.37 | | | 8.45 |
| 22 | 12.40 | | | | s 3.13 | 134.0 | | HICKMAN<br>5.8 | 28.9 | s 9.32 | | | 8.32 |
| 33 WT | 1.20 | | | | s 3.28 | 139.8 | D | MONTPELLIER<br>6.2 | 23.1 | s 9.18 | | | 8.10 |
| 24 | 1.40 | | | | f 3.43 | 146.0 | | RYER<br>2.8 | 16.9 | f 9.02 | | | 7.50 |
| 13 | 1.55 | | | | f 3.50 | 148.8 | | ARUNDEL<br>3.7 | 14.1 | f 8.56 | | | 7.42 |
| 28 | 2.10 | | | | f 4.00 | 152.5 | | AMSTERDAM<br>4.7 | 10.4 | f 8.48 | | | 7.30 |
| 10 | | | | | f | 157.2 | | NAIRN (Spur)<br>3.9 | 5.7 | f | | | |
| I | | | | | | 161.1 | | A. T. & S. F. Crossing<br>1.8 | 1.8 | | | | |
| WFT | 2.55PM | | | | 4.30PM | 162.9 | DNR | **MERCED** | 0.0 | 8.25AM | | | 7.00AM |
| | Arrive Daily Ex. Sunday | Arrive Sat. and Sun. only | Arrive Daily Except Sat. and Sun. | Arrive Daily | Arrive Daily | | | (72.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | (7.55)<br>11.52 | (1.10)<br>27.00 | (1.10)<br>27.00 | (1.15)<br>25.20 | (3.05)<br>23.35 | | | Time over District<br>Average speed per hour | | (3.00)<br>24.00 | (1.10)<br>27.00 | (1.30)<br>21.00 | (11.30)<br>14.16 |

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

No. 151 will wait at Oakdale until 10.45 a. m. for connection with Sierra Ry.

## Eastward. FROM SAN FRANCISCO—Milton Branch—TOWARD SAN FRANCISCO. Westward.

| Capacity of sidings in cars, and location of Scales, Fuel, Water and Turning Stations | SECOND CLASS | | Distance from San Francisco | | Time Table No. 19<br>October 5, 1914 | Distance from Milton | SECOND CLASS | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|
| | 156<br>Mixed | 154<br>Passenger | | | | | 153<br>Passenger | 155<br>Freight |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| 8 WY | 3.35PM | 1.55PM | 103.8 | DR | **PETERS**<br>5.7 | 11.5 | 3.23PM | 5.35PM |
| 11 | 4.00 | f 2.14 | 109.5 | | WAVERLEY<br>5.8 | 5.8 | f 3.04 | 5.10 |
| 16 T | 4.25PM | **2.35PM** | 115.3 | DR | **MILTON** | 0.0 | **2.45PM** | 4.45PM |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | | (11.5) | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | (0.50)<br>13.80 | (0.40)<br>17.25 | | | Time over District<br>Average speed per hour | | (0.38)<br>18.16 | (0.50)<br>13.80 |

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Exception:—No. 154 is superior to No. 153.

## Eastward FROM SAN FRANCISCO—Valley Spring Branch—TOWARD SAN FRANCISCO Westward

| Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations | SECOND CLASS | | Distance from San Francisco | | Time Table No. 19<br>October 5, 1914 | Distance from Valley Spring | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|
| | 174<br>Passenger | 172<br>Mixed | | | | | 171<br>Passenger | 173<br>Passenger | 175<br>Mixed |
| | Leave Daily | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday | Arrive Sunday only | Arrive Daily Ex. Sunday |
| WTF P | 1.55PM | 6.45AM | 103.3 | DNR | **LODI** | 26.9 | 11.13AM | 4.30PM | 5.50PM |
| | | | | | 1.8 | | | | |
| | | | 105.1 | | C. C. T. Co. Crossing | 25.1 | | | |
| | | | | | 2.0 | | | | |
| 13 | f | f | 107.1 | | VICTOR | 23.1 | f | f | f |
| | | | | | 3.6 | | | | |
| 5 P | s 2.12 | s 7.15 | 110.7 | | LOCKEFORD | 19.5 | s 10.52 | s 4.12 | s 5.10 |
| | | | | | 4.0 | | | | |
| 30 WP | s 2.25 | s 7.40 | 114.7 | | CLEMENTS | 15.5 | s 10.40 | s 4.02 | s 4.35 |
| | | | | | 6.1 | | | | |
| 33 P | s 2.40 | s 8.10 | 120.8 | | WALLACE | 9.4 | s 10.24 | s 3.47 | s 4.05 |
| | | | | | 4.9 | | | | |
| 36 | | | 125.7 | | HALLOWAY (Spur) | 4.5 | | | |
| | | | | | 0.7 | | | | |
| 17 | s 2.55 | s 8.45 | 126.4 | | HELISMA | 3.8 | s 10.08 | s 3.32 | s 3.45 |
| | | | | | 2.9 | | | | |
| 8 | f | f | 129.3 | | NORVAL (Spur) | 0.9 | f | f | f |
| | | | | | 0.9 | | | | |
| 20 WTP | 3.10PM | 9.30AM | 130.2 | DR | **VALLEY SPRING** | 0.0 | 9.55AM | 3.20PM | 3.30PM |
| | Arrive Daily | Arrive Daily Ex. Sunday | | | (26.9) | | Leave Daily Ex. Sunday | Leave Sunday only | Leave Daily Ex. Sunday |
| | (1.15) | (2.45) | | | Time over District | | (1.18) | (1.10) | (2.20) |
| | 21.52 | 9.78 | | | Average speed per hour | | 20.69 | 23.06 | 11.53 |

Trains will stop at Cemetery between Lockeford and Victor for funeral parties.

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

## Eastward FROM SAN FRANCISCO—Ione Branch—TOWARD SAN FRANCISCO Westward

| Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations | SECOND CLASS | | | Distance from San Francisco | | Time Table No. 19<br>October 5, 1914 | Distance from Ione | THIRD CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 132<br>Passenger | 134<br>Passenger | 130<br>Mixed | | | | | 131<br>Mixed | 137<br>Passenger | 139<br>Passenger | 133<br>Mixed |
| | Leave Daily | Leave Sunday only | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday | Arrive Sunday only | Arrive Sunday only | Arrive Daily Ex. Sunday |
| WFT P | 2.15PM | 8.00AM | 6.00AM | 111.7 | DNR | **GALT** | 27.1 | 11.15AM | 11.10AM | 5.10PM | 6.00PM |
| | | | | | | 4.8 | | | | | |
| | | | | | | C. C. T. Co. Crossing | | | | | |
| | f | f | f | 116.5 | | HERALD (No Siding) | 22.3 | f | f | f | f |
| | | | | | | 0.8 | | | | | |
| 11 | f | f | f | 117.3 | | CONLEY (Spur) | 21.5 | f | f | f | f |
| | | | | | | 3.3 | | | | | |
| 19 | f 2.40 | f 8.25 | f 6.35 | 120.6 | | CICERO | 18.2 | f 10.35 | f 10.45 | f 4.45 | f 5.25 |
| | | | | | | 1.4 | | | | | |
| 9 | f | f | f | 122.0 | | CLAY (Spur) | 16.8 | f | f | f | f |
| | | | | | | 10.3 | | | | | |
| 37 | s 3.15 | s 9.05 | f 7.20 | 132.3 | | CARBONDALE | 6.5 | s 9.45 | s 10.12 | s 4.12 | f 4.45 |
| | | | | | | 0.7 | | | | | |
| 16 | f | f | f | 133.0 | | YARU | 5.8 | f | f | f | f |
| | | | | | | 1.8 | | | | | |
| 8 | | | | 134.8 | | EDWIN (Spur) | 4.0 | | | | |
| | | | | | | 0.4 | | | | | |
| 7 | f | f | f | 135.2 | | CLARKSONA (Spur) | 3.6 | f | f | f | f |
| | | | | | | 2.5 | | | | | |
| 7 | f | f | f | 137.7 | | DAGON (Spur) | 1.1 | f | f | f | f |
| | | | | | | 1.1 | | | | | |
| 28 WTY | 3.40PM | 9.30AM | 8.20AM | 138.8 | DR | **IONE** | 0.0 | 9.10AM | 9.50AM | 3.50PM | 4.00PM |
| | Arrive Daily | Arrive Sunday only | Arrive Daily Ex. Sunday | | | (27.1) | | Leave Daily Ex. Sunday | Leave Sunday only | Leave Sunday only | Leave Daily Ex. Sunday |
| | (1.25) | (1.30) | (2.20) | | | Time over District | | (2.05) | (1.20) | (1.20) | (2.00) |
| | 19.13 | 18.07 | 11.61 | | | Average speed per hour | | 13.02 | 20.32 | 20.32 | 13.55 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

## Eastward FROM SAN FRANCISCO—Raymond Branch—TOWARD SAN FRANCISCO Westward

| Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations | | SECOND CLASS | | Distance from San Francisco via Antioch | | Time Table No. 19<br>October 5, 1914 | Distance from Raymond | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|---|
| | | 166<br>Mixed | 164<br>Freight | | | | | 161<br>Freight | 165<br>Mixed |
| | | Leave Daily | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday | Arrive Daily |
| | WTF | 5.40PM | | 176.5 | DR | **BERENDA** | 20.9 | | 10.25AM |
| | | | | | | 3.3 | | | |
| | | | | 179.8 | | A. T. & S. F. Crossing | 17.6 | | |
| | | | | | | 4.0 | | | |
| 21 | | f 6.07 | | 183.8 | | TALBOT | 13.6 | | f 10.00 |
| | | | | | | 4.1 | | | |
| 25 | | f 6.28 | | 187.9 | | DAULTON | 9.5 | | f 9.43 |
| | | | | | | 2.9 | | | |
| 3 | | f | | 190.8 | | JESBEL (Spur) | 6.6 | | f |
| | | | | | | 4.2 | | | |
| 17 | | f 6.55 | | 195.0 | | HERBERT | 2.4 | | f 9.18 |
| | | | | | | 1.3 | | | |
| | | f 7.05 | 8.45AM | 196.3 | R | **KNOWLES JCT.** | 1.1 | 8.05AM | f 9.10 |
| | | | | | | 1.1 | | | |
| 25 | WT | 7.15PM | 8.50AM | 197.4 | DR | **RAYMOND** | 0.0 | 8.00AM | 9.00AM |
| | | Arrive Daily | Arrive Daily Ex. Sunday | | | (20.9) | | Leave Daily Ex. Sunday | Leave Daily |
| | | (1.35) | (0.05) | | | Time over District | | (0.05) | (1.25) |
| | | 13.20 | 13.20 | | | Average speed per hour | | 13.20 | 14.28 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**
**Exception: No. 164 is superior to No. 165.**

## Eastward FROM SAN FRANCISCO—Knowles Branch—TOWARD SAN FRANCISCO Westward

| Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations | SECOND CLASS | Distance from San Francisco | | Time Table No. 19<br>October 5, 1914 | Distance from Knowles | THIRD CLASS |
|---|---|---|---|---|---|---|
| | 162<br>Freight | | | | | 163<br>Freight |
| | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday |
| | 8.05AM | 196.3 | R | **KNOWLES JCT.** | 2.3 | 8.40AM |
| | | | | 2.0 | | |
| | | 198.3 | | HILLSIDE (Spur) | 0.3 | |
| | | | | 0.3 | | |
| 6 | 8.15AM | 198.6 | R | **KNOWLES** | 0.0 | 8.30AM |
| | Arrive Daily Ex. Sunday | | | (2.3) | | Leave Daily Ex. Sunday |
| | (0.10) | | | Time over District | | (0.10) |
| | 13.80 | | | Average speed per hour | | 13.80 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

## Eastward FROM SAN FRANCISCO—Woodbridge Branch—TOWARD SAN FRANCISCO Westward

| Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations | SECOND CLASS | Distance from San Francisco | | Time Table No. 19<br>October 5, 1914 | Distance from Woodbridge | THIRD CLASS |
|---|---|---|---|---|---|---|
| | 176<br>Mixed | | | | | 177<br>Mixed |
| | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday |
| WTFP | 11.45AM | 103.3 | DNR | **LODI** | 2.5 | 12.30PM |
| | | | | C. C. T. Co. Crossing | | |
| | | | | 2.5 | | |
| 14 T | 11.59AM | 105.8 | R | **WOODBRIDGE** | 0.0 | 12.15PM |
| | Arrive Daily Ex. Sunday | | | (2.5) | | Leave Daily Ex. Sunday |
| | (0.14) | | | Time over District | | (0.15) |
| | 10.71 | | | Average speed per hour | | 10.00 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

## FROM SAN FRANCISCO—BIOLA BRANCH—TOWARD SAN FRANCISCO.

| Capacity of sidings in cars, and location of Scales, Fuel, Water and Turning Stations | SECOND CLASS | | | Distance from San Francisco | | Time Table No. 19<br>October 5, 1914 | Distance from Biola | SECOND CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 146<br>Mixed | 144<br>Mixed | 142<br>Mixed | | | | | 141<br>Mixed | 143<br>Mixed | 145<br>Mixed |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |
| | 6.20PM | 3.30PM | 12.20PM | 199.3 | R | **BIOLA JUNCTION** (No Siding) | 8.4 | s 12.05PM | s 3.10PM | s 6.05PM |
| | | | | | | 1.2 | | | | |
| | f 6.25 | f 3.35 | f 12.25 | 200.5 | | CHIMNTI (No Siding) | 7.2 | f 11.55AM | f 3.00 | f 5.55 |
| | | | | | | 1.4 | | | | |
| 8 | f 6.30 | f 3.40 | f 12.30 | 201.9 | | WEST ACRES | 5.8 | f 11.50 | f 2.55 | f 5.50 |
| | | | | | | 2.0 | | | | |
| 8 | f 6.35 | f 3.45 | f 12.35 | 203.9 | | EVERTS | 3.8 | f 11.45 | f 2.50 | f 5.45 |
| | | | | | | 2.0 | | | | |
| 6 | s 6.40 | f 3.50 | f 12.40 | 205.9 | | DICKENSON | 1.8 | f 11.40 | f 2.45 | f 5.40 |
| | | | | | | 1.8 | | | | |
| 8W | s 6.50PM | s 4.00PM | s 12.50PM | 207.7 | R | **BIOLA** | 0.0 | 11.35AM | 2.40PM | 5.35PM |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | | | (8.4) | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily |
| | (0.30)<br>16.80 | (0.30)<br>16.80 | (0.30)<br>16.80 | | | .........Time over District.........<br>........Average speed per hour........ | | (0.30)<br>16.80 | (0.30)<br>16.80 | (0.30)<br>16.80 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

**Exceptions:—No. 142 is superior to No. 143.**
**No. 144 is superior to No. 145.**

**All Branch trains approach Biola Junction under control expecting to find cars on Main Track.**

## EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

### STANDARD CLOCKS.

Tracy
Lathrop
Stockton
Lodi
Galt
Kerman
Merced
Berenda
Fresno

### WATCH INSPECTORS.

| | |
|---|---|
| San Francisco | Webb C. Ball, General Time Inspector, Flood Bldg. |
| Tracy | Z. L. Van Dack & Son. |
| Tracy | C. G. Voege & Co. |
| Stockton | H. J. Kuechler & Son, 445 E. Main St. |
| Merced | F. F. Daunt. |
| Fresno | The Warner Co. |
| Sacramento | R. E. Lomax Co., 1008 K St. |
| Roseville | R. E. Lomax Co. |

### BULLETIN BOARDS.

Tracy
Stockton
Lodi
Galt
Raymond
Fresno

### CLEARANCES.

All trains must receive clearance card at Stockton, and when operator is on duty at Raymond, Milton, Valley Spring and Ione.

On double track between Tracy and Stockton extras may run without running orders, but must obtain clearance card (Form 2643) before leaving Tracy or Stockton.

Extras from Lathrop and Fresno Sub-Division may run from Lathrop to Tracy or Stockton without running orders, but must obtain clearance card (Form 2643) at Lathrop.

Operators having orders for any train will fill out clearance, designating thereon numbers of all orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in space provided therefor (or in blank space following "Signal is out for," when old form 2643 is used). Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 83-A will not apply at stations not telegraph offices or where offices are closed for the day.

### TRAIN REGISTER EXCEPTIONS.

Tracy and Brighton Sub-Division trains register at Lathrop by register ticket.

Trains on Tracy and Brighton Sub-Division receiving a proceed train order signal at Lathrop will accept same as a check on register that all superior trains due have left.

Los Banos will be register station for Nos. 91 and 92 only.

Ingle will be register station for Nos. 93 and 94 only.

At registering stations on single track, or at the end of double track, when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

### TRAIN AND AIR INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspected as per Rule 820.

Engines of freight trains with more than 20 cars must be cut off from train before taking water.

All trains must make test of air brakes and air whistle signal from rear of train at Daulton, Raymond, Herbert, Yaru, Clay, Carbondale, Wallace, Norval and Valley Spring.

### USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

1. (1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
2. (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
3. (3) When issuing an order Form "G", Example 3.
4. (4) When giving any train right over all trains.
5. (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

### AUTOMATIC SIGNALS.

On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.

On SINGLE TRACK trains will wait five minutes before following flagman.

On DOUBLE TRACK trains must come to a stop, wait one minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

When using cross-overs, trainmen must comply strictly with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within the limits of established yards.

### AUTOMATIC SIGNALS—OVERLAPS.

Tracy and Brighton Sub-Division:
Arno—Eastward trains, 3500 feet west of west switch.
Westward trains, 3500 feet east of east switch.
Lathrop and Fresno Sub-Division:
Manteca—Eastward trains, 2300 feet west of east switch.
Tracy and Fresno Sub-Division:
Floyd—Eastward trains, 1500 feet west of east switch.

Overlap posts are painted white at the top and black at the base and stand about six feet high. Trains holding main track at overlap stations must not pass overlap posts, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

### SPEED TABLE.

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10 | 21 | 2.51 | 31 | 1.56 | 41 | 1.27 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 |
| 10 | 6 | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 |
| 12 | 5 | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 |
| 15 | 4 | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 |
| 18 | 3.20 | 28 | 2.8 | 38 | 1.34 | 48 | 1.15 |
| 19 | 3.9 | 29 | 2.4 | 39 | 1.33 | 49 | 1.13 |
| 20 | 3 | 30 | 2. | 40 | 1.30 | 50 | 1.12 |

### MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note.—All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

| Class of Locomotive | Engine Numbers | Maximum Speed in Miles per Hour | Maximum Wheel Pressure |
|---|---|---|---|
| MM-63 25-38/28 320 | 4200 to 4211 | 40 | |
| A-84 15-25/28 110 | 3000 to 3009 | 77 | 48375 lbs. |
| A-79 15-25/28 102 | 3016 to 3024 | 67 | 46445 " |
| A-81 20/28 105 | 3025 to 3071 | 77 | 46380 " |
| T-69 21/28 149 | 2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299 | 60 | 44330 " |
| T-69 15½-26/28 142 | 2291, 2294, 2297 | 62 | 41526 " |
| T-63 18/30 78 | 2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206 | 52 | 22750 " |
| M-63 21/28 155 | 1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779 | 58 | 45190 " |
| M-63 21/28 144 | 1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794, to 1797, 1799 | 53 | 42860 " |
| M-63 15/26-28 144 | 1730, 1733, 1786, 1793, 1798, 1802 | 56 | 42000 " |
| E-69 18/24 69 | 1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397 | 55 | 30190 " |
| E-73 18/24 63 | 1430 and 1432 | 61 | 27570 " |
| MC-57 26-40/30 394 | 4000 to 4016 | 53 | 43050 " |
| MC-57 26-40/30 398 | 4017 to 4028 | 53 | 43050 " |
| MC-57 26-40/30 401-s | 4029 to 4043 | 53 | 43500 " |
| MC-57 26-40/30 395-s | 4044 to 4048 | 53 | 43500 " |
| C-57 22/30 180 | 2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679 | 52 | 39650 " |

The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified below.

### SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

| Trains will not exceed the following speed in miles per hour over distances as isted below: BETWEEN | Passenger | Motor Car | Freight |
|---|---|---|---|
| Tracy and Brighton | 50 | 40 | 35 |
| Tracy and Fresno | 50 | 40 | 35 |
| Lathrop and Fresno | 50 | 40 | 35 |
| Galt and Ione | 25 | 25 | 18 |
| Berenda and Daulton | 30 | 30 | 25 |
| Daulton and Raymond | 20 | 20 | 20 |
| Lodi and Wallace | 35 | 35 | 25 |
| Wallace to Norval | 25 | 25 | 20 |
| Norval to Valley Spring | 35 | 35 | 20 |
| Stockton and Oakdale | 35 | 35 | 25 |
| Oakdale and Merced | 30 | 30 | 20 |
| Peters and Milton | 25 | 20 | 15 |
| Biola Jct. and Biola | 25 | 25 | 20 |
| San Joaquin River Draw Bridge | 12 | 12 | 12 |
| Wooden Approach to Merced River Bridge, between Delhi and Livingston | 35 | 35 | 25 |
| Over Double Slip Switch at Junction of Tracy-Brighton and Tracy-Fresno Sub-Division | 10 | 10 | 10 |
| Consolidation Engines | 30 | .... | 35 |
| Through Crossovers or Turnouts | 15 | 15 | 15 |
| Within the City Limits of: | | | |
| Stockton | 8 | 8 | 8 |
| Lodi | 10 | 10 | 10 |
| Modesto | 15 | 15 | 15 |
| Turlock | 15 | 15 | 15 |
| Merced | 15 | 15 | 15 |
| Fresno | 8 | 8 | 8 |

# SPECIAL RULES—Continued.

### SPEED RESTRICTIONS—Cont'd.

| LIGHT ENGINES | Running Forward | Running Backward |
|---|---|---|
| Switch Engine, 6-wheel connected | 20 | 10 |
| Mallet Consolidated (straight track) | 25 | 25 |
| Mallet Consolidated (curved track) | 25 | 25 |
| Other Engines on Main Tracks | 35 | 20 |
| On Raymond Branch | 20 | 12 |
| On Ione, Valley Spring and Milton Branches | 20 | 12 |

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

On the following grades of one per cent or over, the time consumed in traveling any one of the first five miles must not be less than three minutes:

Wallace to Norval.
Daulton to Raymond.

Freight trains must not exceed a speed of 20 miles per hour on the grade of one per cent or over between:

Daulton and Raymond.

Freight trains must not exceed a speed of 25 miles per hour on the grades of one per cent or over between:

Wallace and Norval.
Carbondale and Edwin.

Passenger trains will not use steam when crossing Merced River bridge west of Livingston; freight trains use steam only when necessary.

### LOCATION OF OVERHEAD STRUCTURES

#### MAIN TRACKS

| MILE POST | BETWEEN | DESCRIPTION | HEIGHT ABOVE TOP OF RAIL | SIDE CLEARANCE |
|---|---|---|---|---|
| 78.3 | Banta-Lathrop | San Joaquin River Bridge | 19 ft. 9 in. | 7 ft. 2 in. |
| 104.3 | Lodi-Urgon | Mokelumne River Bridge |  | 7 " 6 " |
| 131.9 | Florin-Brighton | Overhead Crossing C.C.T.Co | 22 " 6 " |  |
| 104.3 | Ripon-Salida | Stanislaus River Bridge | 21 " 10 " | 7 " 6 " |
| 134.9 | Delhi-Livingston | Merced River Bridge | 21 " 10 " | 7 " 6 " |
| 100.7 | Holden-Peters | Mormon Slough Bridge |  | 7 " 6 " |
| 148.5 | Ryer-Arundel | Merced River Bridge | 22 " | 7 " 6 " |
| 148.9 | Arundel-Amsterdam | Overhead Highway Bridge | 22 " |  |
| 136.7 | Clarksona-Dagon | Sutter Creek Bridge | 20 " 6 " | 7 " 5 " |

#### SIDE TRACKS

|  |  |  |  |  |
|---|---|---|---|---|
| 92.7 | El Pinal Winery | Trolley Wires and Poles | 22 feet | 8 feet |

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

### JUNCTION SWITCHES.

**Position of main track switches at Junctions.**

**Tracy.**
West end, for Martinez Line.
East end, for Tracy and Brighton Sub-Division.

**Lathrop.**
Junction switches for both ends of yard for Tracy and Brighton Sub-Division.

The section of track between the east and the west legs of wye at Lathrop will be used only by passenger trains turning at Lathrop and must be kept clear of cars at all times. The inside wye switches will be set and locked for the wye.

Outside wye: East leg for Tracy and Brighton Sub-Division; west leg to be used as main track for Lathrop and Fresno Sub-Division.

Cross-over in track 3 to be used by passenger trains.

**End of Double Track, Stockton.**
For westward trains.

**Lodi.**
Woodbridge Branch for the Tracy and Brighton Sub-Division; Valley Spring Branch for siding on Tracy and Brighton Sub-Division.

**Galt.**
Ione Branch for siding on Tracy and Brighton Sub-Division.

## COMPANY SURGEONS.

| NAME | LOCATION | DISTRICT |
|---|---|---|
| Dr. F. K. Ainsworth, Chief Surg. and Manager | San Francisco |  |
| Dr. G. A. White, Consulting Surgeon | Sacramento |  |
| Dr. A. M. Henderson, Division Surgeon | Sacramento | Between Webster, Sacramento and Florin. |
| Dr. G. L. Stevenson | Sacramento | Between Webster, Sacramento and Florin. |
| Dr. W. E. Briggs, Oculist and Aurist | Sacramento |  |
| Dr. J. E. Frazer | Galt | Between Arno, Acampo and Cicero. |
| Dr. H. Beattie | Elk Grove | Between Florin and Arno. |
| Dr. A. L. Adams | Ione | Between Cicero and Ione. |
| Dr. B. J. Powell, Oculist and Aurist | Stockton |  |
| Dr. W. W. Fitzgerald | Stockton | Between Castle, Lathrop and Peters. |
| Dr. F. R. Clarke | Stockton | Between Castle, Lathrop and Peters. |
| Dr. A. W. Tower | Lodi | Between Acampo and Castle. |
| Dr. S. R. Arthur, Emergency Surgeon | Woodbridge |  |
| Dr. J. G. Priestly, Emergency Surgeon | Lockeford |  |
| Dr. J. A. Dawson, Emergency Surgeon | Milton |  |
| Dr. B. B. Ward, Emergency Surgeon | Lathrop |  |
| Dr. I. B. Thompson | Oakdale | Between Peters and Claribel. |
| Dr. J. L. Hennemuth | Waterford | Between Claribel and Montpellier. |
| Dr. R. H. Goodale, Emergency Surgeon | Manteca |  |
| Dr. N. B. Gould, Emergency Surgeon | Ripon |  |
| Dr. C. W. Evans | Modesto | Between Lathrop and Livingston. |
| Dr. S. W. Cartwright, Emergency Surgeon | Ceres |  |
| Dr. P. N. Jacobsen, Emergency Surgeon | Turlock |  |
| Dr. C. H. Castle | Merced | Between Livingston, Minturn and Montpellier. |
| Dr. C. W. Reid | Madera | Between Minturn and Borden. |
| Dr. E. L. Burch, District Surgeon | Raymond | Between Berenda and Raymond. |
| Dr. O. B. Doyle | Fresno | Between Borden, Rolinda and Fresno. |
| Dr. D. H. Trowbridge, Oculist and Aurist | Fresno |  |
| Dr. D. E. Arnold, District Surgeon | Kerman | Between Mendota and Rolinda. |
| Dr. S. E. D. Pinniger | Tracy | Between Byron, Westley, Midway and Lathrop. |
| Dr. H. V. Armistead | Newman | Between Westley and Ingomar. |
| Dr. C. F. Wade | Los Banos | Between Ingomar and Mendota. |
| Dr. R. W. Hartwell, Emergency Surgeon | Dos Palos |  |

**Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.**

### STRETCHERS.

TRACY
STOCKTON

LODI
GALT

BERENDA
MERCED

TRACY WRECKING CAR

### HOSPITALS.

|  |  |
|---|---|
| GENERAL HOSPITAL | SAN FRANCISCO |
| S. P. HOSPITAL | SACRAMENTO |
| S. P. HOSPITAL | WEST OAKLAND |

### TONNAGE OF PASSENGER CARS.

|  | Wood | Steel | Steel Underframe |
|---|---|---|---|
| Baggage, Mail and Express | 67 Ms | 94 Ms | 92 Ms |
| Baggage and Dynamo | ........ | 106 Ms | ........ |
| Baggage and Passenger | 54 Ms | ........ | ........ |
| Baggage | 75 Ms | 88 Ms | ........ |
| Business | 107 Ms | 178 Ms | 135 Ms |
| Buffet Cars | 114 Ms | 130 Ms | 121 Ms |
| Chair Cars | 87 Ms | 98 Ms | ........ |
| Coaches, 1st Class | 71 Ms | 92 Ms | ........ |
| Coaches, 2d Class | 47 Ms | ........ | ........ |
| Dynamo-Buffet | ........ | 146 Ms | ........ |

|  | Wood | Steel | Steel Underframe |
|---|---|---|---|
| Dining Cars | 126 Ms | 146 Ms | 131 Ms |
| Horse Express | 81 Ms | ........ | ........ |
| Observation Cars | 122 Ms | 145 Ms | ........ |
| Postal Cars (60 ft.) | ........ | 110 Ms | ........ |
| Postal Cars (40 ft.) | ........ | 77 Ms | ........ |
| Pullman Observation Cars | 125 Ms | 150 Ms | 127 Ms |
| Pullman Parlor Cars | 116 Ms | ........ | ........ |
| Pullman Standard Sleepers | 125 Ms | 150 Ms | 140 Ms |
| Pullman Tourist Sleepers | 94 Ms | 145 Ms | 110 Ms |
| Tea and Silk | 48 Ms | ........ | ........ |

### INTERLOCKING PLANTS.

**SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop:**

Eastward trains on eastward main track will be governed by two-arm signal located 450 feet west of junction switch. Eastward trains on westward main track will be governed by dwarf signal located 350 feet west of junction switch.

Westward trains on westward main track will be governed by two-arm signal located 450 feet east of junction switch. Westward trains on eastward main track will be governed by dwarf signal located 350 feet east of junction switch.

**FRENCH CAMP TOWER.—Western Pacific R. R. Crossing One Mile East of French Camp:**

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

**STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets:**

Eastward trains on eastward main track will be governed by one-arm signal and suspended dwarf signal, located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm will govern route over crossing on eastward main track; suspended dwarf signal will govern route over cross-over just west of crossing.

Westward trains on westward main track will be governed by three-arm stub bracket pole located 500 feet east of crossing. Upper arm will govern route over crossing on westward main track. Lower arm will govern route over cross-over west of crossing.

Other train movements at this tower will be governed by dwarf signals.

Engineers will sound whistle signals as follows when they wish switches lined:

For westward main track, one long, ———.

For eastward main track, one long, one short, ——— o.

For passing track, long, two short, long, ——— o o ———.

For middle track, one long, one short, one long, ——— o ———.

For Gaun's track, one short, one long, o ———.

For Houser and Haines track, two short, one long, o o ———.

**STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street:**

Westward trains from Stockton and Merced Sub-Division will be governed by two-arm bracket pole on left-hand side of track: Upper arm governs to depot; lower arm for either leg of Wye.

Eastward trains from depot will be governed by one-arm stub bracket pole.

Trains from roundhouse will be governed by one-arm pole. Other train movements will be governed by dwarf signals.

**STOCKTON TOWER No. 4—Western Pacific R. R. Crossing at End of Double Track, Stockton:**

Westward trains on main track will be governed by three-arm pole located 450 feet east of W. P. Ry. crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movement through cross-over to eastward main track.

Westward trains on El Pinal siding will be governed by dwarf signal located 450 feet east of crossing.

Eastward trains on eastward main track will be governed by three-arm pole located 450 feet west of crossing; upper arm will govern movements through cross-over to main track; lower arm will govern movements into El Pinal siding.

Eastward trains on westward main track will be governed by dwarf signal located 450 feet west of crossing.

**LATHROP TOWER.—Western Pacific R. R. Crossing of Lathrop and Fresno Sub-Division One Mile South of Lathrop:**

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

**LYOTH TOWER.—Western Pacific R. R. Crossing:**

Eastward trains will be governed by two-arm stub bracket pole located about 700 feet from crossing.

Westward trains will be governed by three-arm pole located 450 feet from crossing; upper arm will govern movements on main track; lower arm will govern movements through cross-over switch to interchange track.

Engineers on westward trains will sound one long and one short blast of whistle before passing eastward intermediate signal between Yarmouth and Lyoth if they wish to enter siding.

Engineers of trains on siding will sound one short and one long blast of the whistle when they wish to move onto main track.

**MERCED TOWER No. 3.—A. T. & S. F. R. R. Crossing 1.8 Miles West of Merced (Stockton and Merced Sub-Division):**

(Towermen Not on Duty 8.00 P. M. to 4.00 A. M.)

Eastward and Westward trains will be governed by their respective signals.

**MILLER TOWER.—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.4 Miles East of Berenda:**

Eastward and Westward trains will be governed by their respective signals.

### RAILROAD CROSSINGS NOT INTERLOCKED.

A. T. & S. F. R. R., Oakdale. (Be governed by Rule 98.)

### YARD LIMITS.

**Tracy:** Between yard limit signs one mile west of west switch on Martinez Line, one mile west of west switch on Niles Line, one and one-half miles east of junction switch on Tracy and Brighton Sub-Division and 2500 feet east of Western Pacific crossing at Lyoth on the Tracy and Fresno Sub-Division.

**Stockton:** Between yard limit signs 1000 feet west of Hislop, and at west end of Calaveras River Bridge on the Tracy and Brighton Sub-Division and 1000 feet east of the east switch on the Stockton and Merced Sub-Division.

**Lodi:** Between yard limit signs 1000 feet west of west switch and 1000 feet east of east switch on the Tracy and Brighton Sub-Division and between yard limit sign 1800 feet east of east switch on the Valley Spring Branch and Woodbridge.

**Madera:** Between yard limit signs 1000 feet west of west switch and 1000 feet east of east switch.

**Oakdale:** Between yard limit signs 1000 feet west of west switch and 1000 feet east of A. T. & S. F. Ry. crossing.

### MISCELLANEOUS.

Trains using sidings at Lodi east of station will avoid delaying branch trains.

By ordinance of the Town of Newman it is a misdemeanor to switch the house track between Merced and Fresno Streets from 5 minutes before arrival until 5 minutes after departure of passenger trains.

Trains must not obstruct any street or road crossing more than 5 minutes.

No. 135 may occupy main track at Stockton after 8.35 A. M.

## RATINGS OF LOCOMOTIVES—STOCKTON DIVISION.

In M's of 1,000 pounds back of Tender. Revised April, 1913.

| CLASS | | | ENGINE NUMBERS | Boiler Pressure | TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO | |
|---|---|---|---|---|---|---|
| | | | | | Through | Local |
| E-63 | 17/24 | 52 | 1309, 1312, 1319, 1326 and 1327. | 140 | 1950 | 2320 |
| E-63 | 17/24 | 54 | 1306 | 140 | | |
| E-63 | 17/24 | 47 | 1308, 1320, 1323, 1331 to 1353. | 140 | 1765 | 2105 |
| E-63 | 17/24 | 48 | 1355 to 1361 | 140 | | |
| E-63 | 18/24 | 59 | 1371 | 150 | 2270 | 2700 |
| E-69 | 18/24 | 59 | 1374 and 1375 | 150 | 2250 | 2670 |
| E-69 | 18/24 | 68 | 1402 to 1411 | 165 | 2460 | 2930 |
| E-69 | 18/24 | 60 | 1412 | 150 | 2250 | 2670 |
| E-69 | 18/28 | 57 | 1416 | 150 | 2310 | 2765 |
| E-69 | 18/28 | 62 | 1419 and 1425 | 150 | 2310 | 2765 |
| E-73 | 20/24 | 92 | 1445 to 1458 | 190 | 3230 | 3850 |
| E-69 | 18/26 | 73 | 1459 to 1463 | 165 | 2620 | 3190 |
| E-69 | 18/26 | 74 | 1464, 1466, 1467, 1469 | 165 | | |
| E-63 | 18/26 | 65 | 1472, 1474, 1475, 1480 | 145 | 2420 | 2890 |
| M-63 | 20/28 | 126 | 1615 to 1719 | 190 | 4310 | 5095 |
| M-63 | 20/28 | 147 | 1804 | 200 | 4475 | 5290 |
| M-63 | 21/28 | 147 | 1807, 1815 | 200 | 5020 | 5925 |
| M-63 | 21/28 | 155 | 1720 to 1724, 1770 to 1779 | 200 | | |
| M-63 | 21/28 | 144 | 1726,1731,1745,1747,1748,1753, 1754,1756,1758,1760,1769,1783, 1784,1791,1797,1801 | 195 | 4890 | 5790 |
| M-63 | 15—26/28 | 144 | 1793, 1802 | 200 | 4790 | 5700 |
| T-63 | 18/24 | 77 | 2026 | 160 | 2570 | 3000 |
| T-63 | 18/24 | 81 | 2027 | 160 | | |
| T-57 | 18/24 | 73 | 2114, 2123 | 160 | 2805 | 3310 |
| T-57 | 18/24 | 81 | 2124 to 2126, 2128, 2130 to 2133. | 160 | | |
| T-57 | 18/24 | 86 | 2134 to 2153 | 160 | | |
| T-57 | 18/24 | 83 | 2154, 2166, 2173 | 160 | | |
| T-57 | 18/24 | 88 | 2184 to 2186 | 160 | | |
| T-63 | 22/28 | 160 | 2311 to 2352 | 200 | 5490 | 6510 |
| T-69 | 19/24 | 101 | 2209 | 180 | 3010 | 3480 |
| T-69 | 20/26 | 113 | 2214 to 2220 | 180 | 3575 | 4155 |
| T-63 | 19/24 | 105 | 2221 to 2234 | 160 | 2900 | 3400 |
| T-63 | 20/26 | 112 | 2235 to 2273 | 180 | 3860 | 4545 |
| C-57 | 22/30 | 187 | 2513 to 2599, 2752 to 2830 | 200 | 5980 | 7090 |
| C-57 | 22/30 | 184 | 2694 to 2751 | 200 | | |
| C-57 | 22/30 | 180 | 2624 to 2679 | 200 | 6000 | 7110 |
| C-57 | 22/30 | 179 | 2680 to 2693 | 200 | | |
| TW-51 | 20-29/26 | 118 | 2951 | 170 | 3360 | 4000 |
| A-84 | 15-25/28 | 110 | 3000 to 3009 | 200 | 3275 | 3785 |
| A-79 | 15-25/28 | 102 | 3016 to 3024 | 200 | 3465 | 4000 |
| A-81 | 20/28 | 105 | 3025 to 3065 | 200 | 3625 | 4200 |

| | | | |
|---|---|---|---|
| Allowance for Empty and Underloaded Cars—Ms | Less than 40 Ms. | 6 | 6 |
| | 40 to 50 Ms. | 3 | 3 |
| | More than 50 Ms. | 0 | 0 |

V. S. BURNHAM, Trainmaster.

F. M. CLARKE, Chief Train Dispatcher.

W. C. BEAVER, Assistant Chief Train Dispatcher.

Train Dispatchers
C. W. KAY
C. R. RICE
W. M. FLETCHER
W. J. MORRISON
J. C. DELMORE
R. B. NORCROSS
Stockton, Cal.

### MILEAGE.

#### MAIN LINES.

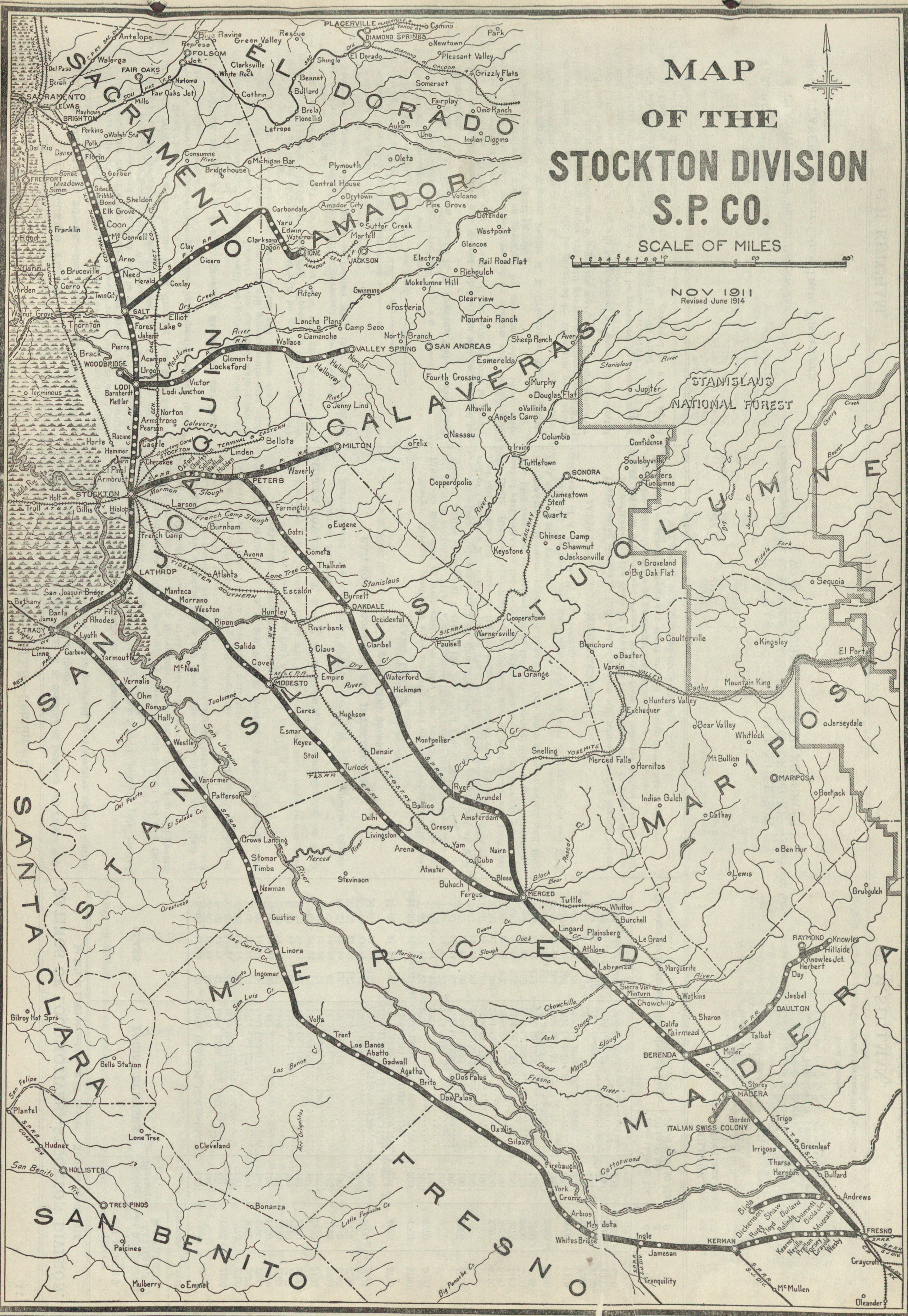
| | | | |
|---|---|---|---|
| Tracy to Brighton | C. P. Ry | 62.80 | |
| Tracy to Fresno via Mendota | S. P. R. R | 127.08 | |
| Lathrop to Fresno | C. P. Ry | 111.07 | |
| Total Main Line | | | 300.95 |

#### BRANCHES.

| | | | | |
|---|---|---|---|---|
| Ione | S. P. R. R. | Galt to Ione | 27.05 | |
| Lodi | S. P. R. R. | Woodbridge to Valley Spring | 29.54 | |
| Madera Spur | S. P. R. R. | Madera to Italian Swiss Colony | 3.91 | |
| Milton | S. P. R. R. | Peters to Milton | 11.78 | |
| Oakdale | S. P. R. R. | Stockton to Merced | 72.05 | |
| Raymond | S. P. R. R. | Berenda to Raymond | 21.10 | |
| Biola | S. P. R. R. | Biola Jct. to Biola | 8.40 | |
| Total Branches | | | | 173.83 |
| Total Stockton Division | | | | 474.78 |

C. H. KETCHAM,
*Superintendent.*

W. M. STILLMAN,
*Assistant Superintendent.*


SACRAMENTO
EL DORADO
AMADOR
SAN JOAQUIN
CALAVERAS
TUOLUMNE
STANISLAUS
STANISLAUS NATIONAL FOREST
MARIPOSA
MERCED
MADERA
FRESNO
SAN BENITO
SANTA CLARA
Placerville
Diamond Springs
Camino
Park
Newtown
Pleasant Valley
Grizzly Flats
Antelope
Blue Ravine
Green Valley
Rescue
Represa
Folsom
Jct.
Clarksville
White Rock
Shingle
El Dorado
Del Paso
Walerga
Fair Oaks
Natoma
Bennet
Bullard
Somerset
Benali
Sacramento
Elvas
Mayhews
Brighton
Fair Oaks Jct.
Mills
Cothrin
Brela
Flonellis
Fairplay
Omo Ranch
Perkins
Walsh Sta.
Latrobe
Aukum
Uno
Indian Diggins
Del Rio
Polk
Davies
Florin
Consumne
Michigan Bar
Plymouth
Oleta
Freeport
Meadows
Simm
Gerber
Bridgehouse
Central House
Drytown
Amador City
Volcano
Pine Grove
Sibeck
Tribble
Bond
Sheldon
Elk Grove
Carbondale
Yaru
Edwin
Waterman
Sutter Creek
Defender
Westpoint
Franklin
Coon
McConnell
Hood
Clarksona
Dagon
Ione
Martell
Jackson
Glencoe
Rail Road Flat
Arno
Clay
Cicero
Electra
Richgulch
Bruceville
Need
Herald
Conley
Ritchey
Gwinmine
Mokelumne Hill
Clearview
Vorden
Cerro
Twin City
Galt
Dry Creek
Fosteria
Mountain Ranch
Walnut Grove
Thornton
Elliot
Forest Lake
Jahant
Lancha Plana
Camanche
Camp Seco
North Branch
Sheep Ranch
Avery
Brack
Pierre
Acampo
Wallace
Valley Spring
San Andreas
Woodbridge
Urgon
Clements
Lockeford
Mokelumne River
Helisma
Halloway
Norval
Esmerelda
Fourth Crossing
Murphy
Douglas Flat
Jupiter
Lodi
Barnhardt
Mettler
Victor
Lodi Junction
Terminous
Jenny Lind
Norton
Armstrong
Pearson
Altaville
Vallicita
Angels Camp
Nassau
Racimo
Harte
Hammer
Castle
Calaveras River
Stockton Terminal & Eastern
Bellota
Linden
Milton
Felix
Columbia
Irving
Confidence
Cherokee
Oxford
Waverly
Tuttletown
Sonora
Soulsbyville
Carters
Tuolumne
El Pinal
Armbrust
Peters
Copperopolis
Jamestown
Stent
Quartz
Middle River
Holt
Stockton
Mormon Slough
Larson
Farmington
Trull
Gillis
Hislop
French Camp Slough
Burnham
Gotri
Eugene
Chinese Camp
Shawmut
Jacksonville
French Camp
Avena
Cometa
Thalheim
Keystone
Groveland
Big Oak Flat
Lathrop
Tidewater Southern
Atlanta
Lone Tree Cr.
Escalon
Stanislaus
Burnett
Oakdale
Sequoia
San Joaquin Bridge
Manteca
Morrano
Weston
Ripon
Huntley
Riverbank
Occidental
Cooperstown
Bethany
Banta
Jamey
Fitz
Rhodes
Tracy
Lyoth
Salida
Claribel
Sierra
Paulsell
Warnersville
Blanchard
Coulterville
Kingsley
Linne
Carbona
Yarmouth
Claus
Covell
Baxter
El Portal
McNeal
Modesto
Empire
Dry Cr.
Waterford
Hickman
La Grange
Varain
Valley
Bagby
Mountain King
Vernalis
Ohm
Romain
Hally
Tuolumne River
Ceres
Hughson
Hunters Valley
Exchequer
Ingram Cr.
Westley
Esmar
Keyes
Stoil
Denair
Montpellier
Bear Valley
Whitlock
Jerseydale
San Joaquin
Vanormer
Patterson
Turlock
Snelling
Yosemite
Merced Falls
Hornitos
Mt. Bullion
Mariposa
Bootjack
Del Puerto Cr.
El Salado Cr.
Ryer
Arundel
Ballico
Cressy
Amsterdam
Indian Gulch
Cathay
Delhi
Livingston
Yam
Nairn
Cuba
Ben Hur
Crows Landing
Stomar
Timba
Merced River
Stevinson
Arena
Atwater
Buhach
Fergus
Bloss
Merced
Tuttle
Lewis
Grubgulch
Newman
Orestimba Cr.
Gustine
Whitton
Burchell
Lingard
Plainsberg
Le Grand
Athlone
Raymond
Knowles
Hillside
Knowles Jct.
Herbert
Day
Las Garzas Cr.
Linora
Owens Cr.
Duck Slough
Mariposa Slough
Labranza
Marguerite
Quinto Cr.
Ingomar
Sierra Vista
Minturn
Chowchilla
Watkins
Jesbel
Daulton
San Luis Cr.
Gilroy Hot Sprs.
Volta
Trent
Los Banos
Abatto
Gadwall
Sharon
Califa
Fairmead
Talbot
Ash Slough
Dead Man's Slough
Berenda
Miller
Bells Station
Agatha
Brito
Dos Palos
Fresno River
Storey
Madera
San Felipe
Plantel
Los Banos Cr.
Italian Swiss Colony
Borden
Trigo
Hudner
Lone Tree
Cleveland
Oxalis
Silaxo
Cottonwood Cr.
Irrigosa
Greenleaf
San Benito
Hollister
Firebaugh
Tharsa
Herndon
Bullard
Andrews
Tres Pinos
Bonanza
York
Cromir
Arbios
Mendota
Bigla
Dickenson
Rusk
Shaw
Floyd
Bullard
Rolinda
Chimmli
Biola Jct.
Muscatel
Fresno
Little Panoche Cr.
Whites Bridge
Ingle
Jamesan
Kerman
Kearney
Nesbitt
Preston
Forsey
Crawald
Wesby
Craycroft
Paicines
Big Panoche Cr.
Mulberry
Emmet
Tranquility
McMullen
Oleander
S.P.R.R.
A.T.&S.F. RY.
C.P. RY.
Central Pacific
Southern Pacific
Amador Central
Sierra Railway
Yosemite Valley
Tidewater Southern
Stanislaus River
Cherry Creek
Middle Fork
Beaver Cr.
Big Creek
Ophir Cr.
Chowchilla River
Mariposa Cr.
Black Rascal Cr.
Bear Cr.

# MAP OF THE STOCKTON DIVISION S.P. CO.

SCALE OF MILES

1 2 3 4 5 6 7 8 9 10 20

NOV 1911
Revised June 1914